

INDUSTRYNEWS

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Holley Performance Emerges From Chapter 11

Holley Performance Products Inc. announced that it has significantly improved its capital structure and liquidity through a successful voluntary bankruptcy reorganization that became effective on June 22, 2010. As a result of the reorganization, the Company reduced its debt by over \$59 million and obtained new credit arrangements, including a revolving credit facility which provides the Company with substantial flexibility to pursue its growth initiatives.



According to Chief Executive Officer Tom Tomlinson, "Holley has emerged with an extraordinarily strong balance sheet which provides us with the flexibility to reinvest in our business and positions us well for continued growth. We have accomplished a true restructuring in a cooperative, efficient and timely manner, and we are deeply grateful for the support and loyalty we received from our customers, dedicated employees, suppliers, lenders, and shareholders. We have an exciting array of new products slated for introduction in the immediate future,

and we are dedicated to the execution of our mission to provide the most highly sought after products in the high performance automotive aftermarket. With our new balance sheet, we now have the financial strength to create value through long-term sustainable organic growth and appropriate strategic acquisitions while continuing to enhance the reputation and reach of our core stable of brands."

Holley's reorganization converted principal and interest associated with its former second lien notes into equity and established new credit facilities with its existing senior lenders. Also during the reorganization, Holley successfully completed the sale of its diesel OEM business. Mr. Tomlinson said, "The sale of our diesel OEM business yielded excellent value that we are reinvesting in our performance business. Our team is excited that we are now able to focus 100% of our energy on our very successful high performance automotive aftermarket business."

David G. Elkins, Chairman of Holley's Board of Directors said, "We initiated Holley's voluntary bankruptcy case in September 2009 after carefully evaluating the effects of the economic recession and related collapse of the credit markets. Our goal was to significantly reduce Holley's corporate debt and overall leverage and thereby establish a sustainable, long-term capital structure that would allow the company to carry out its growth and product expansion plans. We are extremely pleased with the outcome, having reduced debt by over \$59 million. Thanks to the efforts of our senior management team and other employees and to the cooperation we received from our stakeholders, suppliers and customers, Holley has emerged from this process as a financially strong company that is well-positioned for future growth and success."

Mr. Elkins went on to say, "We are pleased with the team that has been assembled to lead the Company into the future. Tom and other members of our senior management team are true automotive enthusiasts who share a genuine passion for the high performance automotive aftermarket. We are encouraged by the Company's performance since Tom assumed his CEO duties in 2009, and we look forward to exciting

things from Holley in the years to come."

Source: Carl Marks Advisory Group LLC

Driverless Audi Challenges Pikes Peak

Audi launched a new design for the Autonomous Audi TTS Pikes Peak, as research surrounding the car that can drive itself enters a crucial stage before high-speed test runs up Pikes Peak in Colorado this fall. With the changed appearance, the Autonomous Audi TTS Pikes Peak is now squarely aligned with Audi cars that made motorsports history a generation ago in the Pikes Peak Hill Climb and other rally racing events.

The new emphasis for the project also honors quattro® technology, which has played an instrumental role in Audi racing successes, has served as a leading example of the progressive engineering found in Audi passenger vehicles and is integral to the handling of the Audi TTS research car. This year marks the 30th anniversary of quattro on the world automotive stage.

The association between Pikes Peak and this research project relates to the original goal of developing advanced algorithms and actuation systems that would allow a car to complete a driving course without a human behind the wheel.



The partners in developing this technology - the Stanford University Dynamic Design Lab (DDL), the Electronics Research Lab (ERL) for the Volkswagen Group in Palo Alto, Calif., and Oracle Corp. - chose the part-pavement, part-gravel route of the storied Pikes Peak race to prove the project's capabilities.

"Our aim from the start has been to show how the future of driver assistance technologies will lead to dramatic improvements in traffic safety and saving lives," said Dr. Burkhard Huhnke, Executive Director, ERL. "With this project we are working on electronics that will help drivers steer their way out of dangerous situations. But first we need to create programs that would replicate the quick decisions and rapid maneuvers of the best rally racers under the most difficult road conditions."

"Many of the leading automotive technologies we see in our cars today evolved out of motorsports," said mechanical engineering Associate Professor Chris Gerdes, director of the Center for Automotive Research at Stanford, in Palo Alto, Calif. "This is because racing pushes emerging technologies to the limits before they can be adopted more broadly."

The Autonomous Audi TTS Pikes Peak is based on a street-ready Audi TTS sports car. The team chose the TTS because its native systems, including a drive-by-wire throttle and a semiautomatic DSG gearbox were a good fit with the electronics that allow the car to drive without human input.

The computing hardware added to the TTS research car isn't significantly more elaborate than what can be found in a standard laptop. The car currently uses two computers in its trunk - one running safety critical algorithms using Oracle's Real Time Java (Java RTS). The other runs vehicle dynamics algorithms. The two sets of algorithms are what enable the TTS to drive at the limits of handling on a variety of surfaces, speeds and conditions.

The differential GPS system is capable of keeping the TTS within two centimeters of the center line of a normal course; researchers are planning on a one-meter margin on Pikes Peak due to the extreme

conditions.

The Autonomous Audi TTS Pikes Peak gained global recognition last year with a Web video that showcased the car's ability to execute complex maneuvers on Utah's Bonneville Salt Flats without a human behind the steering wheel.

In the Pikes Peak Hill Climb, Audi legends were born a generation ago. Audi rally cars, such as the Audi Sport quattro S1 Pikes Peak, employed the all-wheel drive technology to win the 12.42-mile "Race to the Clouds" in convincing fashion. The drivers of those Audi quattro rally cars - Bobby Unser, Walter Roehrl and Michele Mouton - earned places in motorsports history at Pikes Peak. In fact, the researchers from Stanford and the Volkswagen Group's Electronics Research Laboratory in Palo Alto, Calif., nicknamed the project "Shelley" after Mouton and her racing exploits.

The Sport quattro S1 also inspired the "S" range of performance models, such as today's critically acclaimed Audi S4 sedan.

Tying the Audi traditions into a look for the Autonomous Audi TTS Pikes Peak became an engaging assignment for Audi designers at the company's Design Center California in Santa Monica. Several options emerged, including an art car look that depicted the Pikes Peak route in a topographic map covering the body of the TTS.

For the design that was selected, the goal was to pay homage to the past, while conveying the leading-edge technology that defines the TTS research car. Designers decided to give the rally car themes from the 1980s a forward-looking twist, said Sangyup Lee, Chief Designer (Group Exterior) at VW/Audi Group Studio California.

The original rally cars, for example didn't feature a large four rings logo on their roofs. But the designers used that design cue from modern Audi DTM racing cars in Europe so the brand image would be evident in aerial photos and videos.

"We were very much inspired by the Pikes Peak race cars," noted Raul Cenan, Lead Designer on the TTS project. "But there was very different technology used in those cars overall. So we decided to go with more modern elements that were heritage-inspired."

The highlight of the months ahead for the Autonomous Audi TTS Pikes Peak is the planned high-speed testing up Pikes Peak in the fall, weather conditions permitting.

During testing the Pikes Peak course would be divided into segments, which the TTS research car would drive at progressively increasing speeds. Certification of the testing would be done by an independent motorsports organization.

Later in the fall, also weather permitting, the Autonomous Audi TTS Pikes Peak plans to make a Guinness Book of World Records land speed attempt at the El Mirage Lake dry-lake bed in southern California or another nearby location.

Officials from the Guinness Book would certify whether the TTS research car can establish a record in the new category of fastest speed in an autonomous vehicle.

SOURCE Audi of America, Inc.

Virtual Race Champion Drives Real Race Car

Wyatt Gooden is a young driver in a hurry to get places. On Sunday June 20, the 21-year-old kart-racing veteran and Volkswagen Jetta TDI Cup rookie's destination was the top step on the podium at the Mid-Ohio Sports Car Course - and with a little help from iRacing.com Gooden earned his first professional auto racing victory following a tight battle with fellow iRacer and Mid-Ohio pole-winner Arie Ouimet.



"This is a remarkable accomplishment, really a big deal," said Steve Myers, executive vice president of iRacing.com. "It's the first time that someone with no previous experience in racing cars has gone from an online racing competition to the real-world winner's circle - and in just half a season."

Last fall, Gooden, a computer information systems student when he's not racing, bested 1,163 competitors to win the iRacing.com Volkswagen Jetta TDI Cup online racing series and earn his way into the selection process for the 2010 real-world version. Earlier this year, Gooden turned in a standout performance at the three-day selection trials in Las Vegas and not only made the 25-driver 2010 field, but because of his winning performance in the iRacing online racing series, qualified for a scholarship for his full participation fee for the 2010 season of ten real-world races.

"Clearly, Wyatt Gooden has a great deal of native talent, as he demonstrated in his kart-racing career and in the iRacing.com Volkswagen Jetta TDI Cup series last year," said Myers. "But it's very gratifying for us to be part of the development of his real-world career. This should be inspiring to race game enthusiasts who dream about someday being able to follow Wyatt's lead."

Gooden took a couple of races to get up to speed with the series veterans. In the first race of the year he crashed and in the second he had a tire go down, dropping him two laps off the pace. But in the races since then he's come on strong.

"The last two races Arie and I have had the fastest cars at the end of the race," said Gooden, who credited his and Ouimet's late-race advantage to virtual-world practice on iRacing.com's internet-based simulation service and learning how to go fast without using up their tires. "In the first couple of races the experienced guys blew us away, but now we've figured out how to arrive at the track ready to be smooth and fast."

As a simracer, before he ever sat in a real-world racecar, Gooden had countless hours practicing and racing iRacing.com's simulation of the Volkswagen Jetta TDI Cup car on tracks that host seven of the ten races on the Series' 2010 schedule.

"The level of competition (in the Volkswagen Jetta TDI Cup) is really high," Gooden said. "There are six or seven guys who have really stepped up over the course of the season."

According to Gooden, there are quite significant differences between the diminutive racing karts where he excelled at a national level and a full-sized racecar, and competing in iRacing.com was a key in bridging the gap.

"I learned from iRacing how important it was to drive within your limit and hit your marks every lap," Gooden said, noting the similarities in competing in the virtual and real-world versions of the Volkswagen Jetta TDI Cup. "To keep up with the fast guys in both the virtual and real-world series you have to push hard every lap and not make mistakes."

Like many other Volkswagen Jetta TDI Cup racers, Gooden and Ouimet spend a good deal of time practicing their skills on iRacing.com. Gooden cancelled his plans for the evening of the Monday before the Mid-Ohio race when a friend texted him to say that iRacing.com had released its virtual version of the track two days ahead of schedule.

"I was so excited. I dropped what I was going to do, went home and downloaded Mid-Ohio and started driving," said Gooden, who lives in Gates Mills, OH, less than a two hour drive from the Mid-Ohio Sports Car Course. "It has the best rhythm. I must have done three or four hundred laps last week."

In the four days between the release of the track to iRacing.com members and the first practice session at the real-world version of the track, Gooden drove Mid-Ohio in the Volkswagen Jetta TDI Cup car of course, but also in the iRacing online service's Chevy late model stock car and the GRAND-AM Riley Mk

XX Daytona Prototype. And in the latter vehicle, just two nights after Mid-Ohio became available, a number of other iRacers got the chance to see for themselves how talented Gooden really is.

According to Clive Whittaker, one of the participants in the Rennsport Racing League, an informal series that runs every Wednesday evening under the iRacing.com banner, last Wednesday's field consisted of people such as himself - motorsports fans and racing game enthusiasts who enjoy competing with one another each week in different cars and on a variety of tracks.

One of the league's regular members knows Gooden and invited him to join the race that evening. Gooden qualified fourth, but when the green flag waved, he just checked out on the rest of the field.

"He came up behind me, passed and then he was gone - he was just so fast," Whittaker recalled with a chuckle. "It's actually quite thrilling being in a race with a pro driver who is so good. There is no other sport where you get to compete with real professionals. I record the race and then I go back and look at what the pro is doing; sometimes I see they are taking a better line through a corner, and then I can go back and try it myself."

SOURCE iRacing.com Motorsport Simulations

48.5 mpg Mustang Does 1,457 Laps At Bristol On Single Tank

The 2011 Ford Mustang, which made history when it became the first car ever to deliver more than 30 mpg and 305 horsepower, has set a new record by running 1,457 laps at Bristol Motor Speedway while averaging 48.5 mpg.

The Mustang 1,000 Lap Challenge was designed to demonstrate that a stock production Mustang V-6 could run 1,000 laps and 533 miles on a single of tank of fuel. With the aid of fuel efficient driving techniques by Ford engineers, the Mustang far surpassed its goal of 1,000 laps.



"To see a Mustang post average fuel economy of 48.5 mpg while running at Bristol is impressive," said Dave Pericak, Mustang chief engineer. "The new V-6 engine along with the advanced six-speed transmission in the car is a key element in delivering both fuel economy and performance for Mustang."

Ford is committed to being a fuel economy leader in every segment it competes in and Mustang's leads in its class along with other Ford fuel economy leaders like the Ford Fiesta, Fusion Hybrid and new Lincoln MKZ Hybrid, America's most fuel efficient luxury sedan.

The Challenge team, which included NASCAR star David Ragan and four Ford Mustang engineers, completed the challenge in 17 hours and 40 minutes, showing off the 2011 Mustang V-6's class-leading fuel economy by averaging 48.5 mpg over the course of the 776.5 miles logged during the Challenge. That distance is more than the two complete NASCAR Sprint Cup events that take place in Bristol every year.

Ragan pushed the Mustang past the 1,000-lap mark at 7:26 p.m., 12 hours and 26 minutes into the Challenge, but the car wasn't close to being out of fuel. Mustang engineer Seong Park was behind the wheel when it finally came to a halt (on the backstretch) of the famed NASCAR track at 12:41 a.m. local time.

Other Mustang Challenge team drivers included Tom Barnes, Jonathan Mehl and Carl Ek, who along with Park, rotated through one-hour driving stints during the event, which took place at the world's fastest half-mile track.

"When we hit 1,000 laps we still had a quarter of a tank of gas left," said David Ragan, driver of the No. 6 UPS Ford Fusion for Roush Fenway Racing, and the man who drove the 2011 V-6 Mustang past the 1,000 lap mark. "The last driving stint before I passed 1,000 laps I was averaging 43.7 miles a gallon and that is unbelievable. These guys have run the distance of more than two Sprint Cup races at Bristol and they still have fuel left. Congratulations to everyone behind the Mustang and to everyone at Ford, because this 2011 Mustang V-6 is really something special."

A team of Ford engineers prepared for the challenge by implementing fuel efficient driving tips like minimizing the use of air conditioning, steady and consistent driving, avoiding sudden stops/starts and by keeping the RPMs low. The Mustang is powered by a lightweight, all-aluminum 3.7-liter dual-overhead-cam (DOHC) V-6 engine that uses advanced engineering to deliver its combination of power and economy. Twin independent variable camshaft timing (Ti-VCT) adjusts the valve train in microseconds depending on driver inputs, further contributing to the engine's overall efficiency. The Mustang used in the challenge is a stock production vehicle that can be purchased through a Ford dealer.

"This is beyond our wildest dreams," said Tom Barnes, the lead engineer for the Ford Mustang 1,000 Lap Challenge. "There have been a lot of people who have done a lot of things in preparing this 2011 Mustang V-6 to run the Mustang 1,000 Lap Challenge and have the success we have had today. It was great when we went past the 1,000 lap mark with David, but nobody could ever imagine that we still had five hours ahead of us. This is a fantastic feeling and it shows again what a great car the 2011 Mustang V-6 is."

SOURCE Ford Motor Company

Industry Press Releases June 28 2010

MECUM TO OFFER ED 'BIG DADDY' ROTH'S TWEEDY PIE AT THE 2010 MONTEREY AUCTION

MARENGO, Ill. - Mecum Auction will offer the Ed "Big Daddy" Roth Tweedy Pie - a 1923 Ford T-bucket - at its second annual Mecum Monterey Auction, August 13-14, 2010, at the Hyatt Regency Monterey Resort & Spa.



Tweedy Pie became an instant American hot rodding icon when replica model car company Revell issued it as a car kit in 1963.

"All enthusiasts from that era remember wanting this particular model car," said President Dana Mecum. "That first year, millions of Tweedy Pie model cars flew off the shelves comparable to record sales from such pop phenomenon as The Beatles, immediately catapulting this vehicle into mainstream culture."

Featuring custom pinstriping by Roth, a hot rod gear head best known for his famed "Rat Fink" cartoon creation, the legendary Tweedy Pie vehicle was featured on the covers of the December 1959 Rodding and Restyling magazine and the March 1962 Rod and Custom magazine. It has channeled over bobbed Deuce rails, a Corvette V8 engine with six Stromberg 97 carburetors and an Offy manifold.

Mecum's Monterey Auction has been expanded to two days as more than 400 vehicles will cross the block. Cars will be displayed on the beautiful Del Monte Golf Course. The auction is open to the general public. For a complete list of vehicles, visit <http://www.Mecum.com>.

The Mecum Auction Company has been specializing in the sale of collector cars for 23 years, now offering more than 5,000 collector cars per year. Consignment, bidder and event information is available online at <http://www.Mecum.com> or by calling 815.568.8888.

Mecum Monterey Auction

August 13-14, 2010

Hyatt Regency Monterey Resort & Spa

1 Old Golf Course Road

Monterey, CA 93940

Vehicle check-in: Wednesday and Thursday 8 a.m. - 6 p.m.

Preview: Thursday 12 - 5 p.m.

Auction Gates open Friday and Saturday at 8 a.m.

Auction begins Friday and Saturday at 10 a.m.

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Pro-Fit Carry Systems Announces the Addition of Their Modular Leg Platform to "Cool Tool Carrier" Lineup

Puyallup, WA (June 23, 2010) Pro-Fit Carry Systems, a leading innovator of Modular Tool Carry platforms and accessories, announces the availability of their thigh tool carrier belt, the Pro-Fit Modular Leg Platform. (MLP)



This fully adjustable, one-size-fits all tool management carrier is made from high quality, heavy-duty nylon webbing, and Cordura®, making it extremely lightweight and breathable. The MLP attaches to the right or left thigh creating easy access to your most often-used hand tools. Loops allow for easy access to a wide variety of wrenches, screwdrivers, pliers, files, flashlight and cutters-your most needed tools for the job at hand. The Pro-Fit Modular Leg Platform has a quick release hangar allowing speedy removal while keeping other belts in position.

The Pro-fit Modular Leg Platform also accepts any of Pro-Fit's zippered or flap tool pouches and holsters and is compatible with the Drill Carry System (DCS). Pouches can be easily mounted with the optional modular adjustable Tek-Lok™ Locking Utility Belt Clip or the supplied sewn attachment loops on the backs of the pouches. MOLLE-type loops, sewn onto the Modular Leg Platform, offer maximum tool carry options and flexibility.

Pro-fit's complete product line, "The easiest way to carry your tools" was developed by technicians, tradesman and craftsman, all who require the best when it comes to convenience and secure visible tool management. The entire Pro-Fit system is compatible with all platforms. All Pro-Fit products are manufactured from the toughest materials available to insure long and dependable service. 253-310-6308 www.pro-fitcarrysystems.com

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ACTRON(r) OFFERS AUTOSCANNER(r) PLUS TRILINGUAL SCAN TOOL

New CodeConnect(tm) Technology Provides 3 Million Verified Fixes

CLEVELAND, Ohio - Actron(r), the world sales leader in OBDII diagnostic tools, introduces the new AutoScanner(r) Plus scan tool with CodeConnect(tm) - a comprehensive database containing three million verified solutions for trouble codes that cause the check engine light to illuminate.



Compatible with 1996 and newer vehicles, AutoScanner Plus (Product Number CP9580) is a trilingual OBDII, CAN and ABS Scan Tool delivering live engine data in English, Spanish and French. This new generation scan tool can also record, graph and play back real time data as well as read and erase generic and manufacturer specific trouble codes.

"Featuring our unique CodeConnect technology, the easy-to-use AutoScanner Plus displays trouble codes and prioritizes troubleshooting with the Top Reported Fixes specific to a vehicle's make, model, year and engine. With the simple push of a button, the AutoScanner Plus 'connects' you with the most probable solutions to the vehicle problem," said Jennifer Grabowski, product manager for Actron.

With more information and more code definitions than competitive products, AutoScanner Plus provides do-it-yourselfers and professional technicians with the information they need to fix vehicles faster. All the information is contained within the tool, so there is no need to go to a website to review or download additional information. The new scan tool

also includes domestic ABS code coverage for 1996-2008 domestic vehicles, and it reads and displays all 9 modes of global OBD II data.

In addition, the AutoScanner Plus software displays emissions status, MIL status, all 15 I/M monitors, VIN information, live engine and Freeze Frame data. It has a USB port to receive online updates and is PC compatible.

For additional information regarding AutoScanner Plus and other Actron precision electronic solutions, contact your Actron representative or call 800.228.7667. Product information is also available online at <http://www.actron.com>.

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AskPatty.com Launches Female Friendly Auto Industry Study

Study will provide insights into what women look for and need from the automotive industry
06.24.2010 - It is apparent that the business model employed in the automotive industry is broken. Companies from car makers and suppliers all the way down to the corner garage are looking for ways to reinvent themselves. Part of the problem for this long time male dominated industry is a lack of understanding of female consumers.





To help solve the problem AskPatty.com is launching an industry-wide, in-depth study that will provide insights into what women look for and need from the automotive industry. The study will result in hard data covering not just the car buying experience but every point of contact women have with the industry.

"Women influence 85 percent of the buying decisions in North American households, effectively becoming the family's 'chief purchasing officer,'" says Jody DeVere, President and CEO of AskPatty.com. "And that's certainly true of car-related purchases and services."

Armed with insights from the AskPatty.com study industry executives and managers will be better able to capitalize on the largely untapped female market automotive products and services.

"People are always complaining about their experiences and how they are treated in the automotive world. Now they have a chance to do something about it by participating in our study," said Jim Spoonhower of Fast Lane Research. "The whole automotive industry is looking for what needs to be fixed in order to bring customers back, the survey data will give them indications of where the real problems are."

About AskPatty.com, Inc.

AskPatty.com represents female consumers, who buy approximately 60% of all new cars, 53% of used cars, 40% of trucks, and 60% of passenger tires. In fact, women have influence on a whopping 85% of all automotive purchases. Despite their tremendous purchasing power, the majority of women find automotive-related shopping and servicing an unpleasant experience. AskPatty.com is here for them.

With international headquarters in Thousand Oaks, California, AskPatty.com, Inc. takes a two-pronged approach to revolutionizing the women's automotive retail market: The AskPatty.com website for consumers and the Ask Patty Certified Female Friendly® Program for automotive retailers.

The Ask Patty Certified Female Friendly Program, designed from the ground up, trains automotive retailers, including service and repair centers to attract, sell, and retain women's business by guaranteeing a pleasant experience; one where women are welcomed, respected, and free from high-pressure sales tactics. Properly armed with the right tools and training, automotive retailers across the U.S. and Canada can increase their share of the largest and fastest-growing demographic of automotive consumers -- women.

Go here to learn how to become an Ask Patty Certified Female Friendly retailer or visit <http://www.askpatty.com/getcertified/>.

AskPatty.com® and Certified Female Friendly® are registered trademarks of AskPatty.com, Inc.

About Fast Lane Research is a market research firm established specifically to study the automotive industry. Company principals have more than 20 years of automotive research experience. The staff of Fast Lane Research are "car guys" first and researchers second, which makes company analysis and insights that much more valuable to the automotive industry. Fast Lane Research is a company dedicated to meeting customer's needs, and accepts nothing less than 100% customer satisfaction. For more info on Fast Lane Research visit www.fastlaneresearch.com.

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LINGENFELTER PERFORMANCE ENGINEERING OFFERS

NEW FLYWHEEL, TWIN DISC CLUTCH ASSEMBLY

Accepts Stock 2009-2010 C6 ZR1 Twin Disc Pressure Plate Assembly

DECATUR, Ind. - For those Corvette owners looking to add even more torque-holding capacity to their vehicles, Lingenfelter Performance Engineering (LPE) has designed a flywheel and clutch assembly kit that allows for the installation of a Corvette ZR1 clutch on LS2, LS3 and other LS-based engines.



The Lingenfelter 6-bolt flange flywheel is an OEM spec steel design created specifically to accept the production 2009 General Motors ZR1 Corvette dual disk clutch pressure plate assembly. This allows the ZR1 clutch to be installed on LS2, LS3

and other LS-based engines that use the more common 6-bolt crank flange. Lingenfelter's new clutch system is designed to

provide excellent street drivability and good clutch pedal feel, while still offering exceptional power and torque holding capacity.

The Lingenfelter ZR1 flywheel and clutch kit includes all of the major components required for installation in a C6 Corvette, and fits in the 2005-2010 C6 Corvette (LS2, LS3 and LS7 equipped vehicles). However, due to the larger diameter of the LS9 clutch, it does not fit in 1997-2004 C5 Corvette bell housings.

Lingenfelter Performance Engineering's 6-bolt flywheel weighs 19.1 lbs. and, when combined with the pressure plate and disk assembly, has a total weight of 57.4 lbs. While the package is roughly equivalent to the production Z06 clutch and flywheel assembly weight of 56.9 lbs., it is 6.7 lbs. lighter than the production ZR1 clutch and flywheel assembly.

A 9-bolt version of the Lingenfelter steel LS9 flywheel (Part# L360040309 at \$824.95) is also available as a direct replacement flywheel for the ZR1 Corvette. Replacing the factory LS9 cast iron flywheel with the LPE steel flywheel saves 6.7 lbs. of rotating mass on the ZR1 Corvette.

In addition, Lingenfelter has engineered a slave/actuator cylinder spacer (Part # L360031410 at \$98.95) that allows installation of the flywheel and clutch assembly in the 2010 Chevy Camaro SS bell housing.

The 6 bolt steel flywheel is available as an individual item (Part # L360010105 for \$824.95) or in kit form (Part # L360020105 for \$1,499.95). The kit form includes:

- * Lingenfelter steel flywheel
- * GM pressure plate and disk assembly
- * GM clutch slave cylinder (aka actuator or releaser)

The Lingenfelter Performance Engineering LS9 Flywheel and Twin Disc Clutch Assembly can be purchased direct from Lingenfelter.

For more than 30 years, Lingenfelter Performance Engineering has created a matchless heritage of bringing impressive new capabilities to the world's most sought-after sports cars. This legendary record of precision engineering continues today, as Lingenfelter's highly skilled production team continues to lead the field in custom designed vehicle packages and high-performance aftermarket components that refine the already impressive late model vehicles. For more information, visit <http://www.lingenfelter.com>, contact Lingenfelter Performance Engineering at 1557 Winchester Road, Decatur, IN 46733, or call

260.724.2552.

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CLASSICCARS.COM, JAMESLIST.COM ANNOUNCE PARTNERSHIP

Sites Debut World's Largest Classic Car Marketplace on Both Sides of the Atlantic
PHOENIX, Ariz. - ClassicCars.com, a leading U.S.-based provider of online classified advertising for the collector car industry, and JamesList.com, Europe's leading online luxury marketplace, announce a partnership to cross-promote their vehicle listings.



Under the collaboration, ClassicCars.com is exposing thousands of European JamesList-sourced vehicle listings to its primarily U.S.-based audience while JamesList.com displays U.S.-based dealer listings from ClassicCars.com to its primarily European audience.

"With a combined monthly visitor count that numbers in the millions from both sides of the Atlantic, this partnership offers dealers a compelling platform to showcase their inventory in front of an international audience of eager classic car enthusiasts," said Roger Falcione, ClassicCars.com president and CEO. "We are proud to offer our dealer network exposure on Europe's premier shopping site for the luxury lifestyle."

ClassicCars.com reaches more than 400,000 enthusiasts each month and features more than 20,000 cars for sale. In addition to the world's largest catalog of pre-1990 vehicle listings, the site offers many resources for buyers, sellers and owners of classic vehicles, including the recently launched Lifestyle Galleria, a distinctive directory of luxury goods and services focused around the collector car lifestyle.

"As luxury buyers move away from the mainstream towards more unique items that make a statement, demand for classic cars is surging," said Noam Perski, founder and CEO of JamesList. "This partnership puts thousands of incredible classic cars at the fingertips of millions of visitors from around the world."

JamesList.com is the world's largest online luxury marketplace with more than 65,000 yachts, cars, watches, jets and exclusive real-estate properties for sale from a trusted network of more than 1,000 professional dealers worldwide. The site provides a platform for visitors to find great deals on items for sale as well as private jet and yacht charters, articles written by industry experts and timely analysis of the luxury market.

About ClassicCars.com

Phoenix-based ClassicCars.com, "America's Collector Car Marketplace," is a premier online resource for buyers and sellers of classic and collector vehicles. ClassicCars.com's online marketplace features thousands of listings for classic cars, muscle cars, antique cars and specialty cars for sale by dealerships and private sellers nationwide. ClassicCars.com is focused on expanding and supporting the collector car marketplace for casual enthusiasts and serious collectors alike, and on providing significant value to companies who provide products and services to this market.

About JamesList.com

Launched in January 2009, JamesList has quickly grown to be the largest global online marketplace for luxury goods. Featuring only high-end products from a network of trusted professional dealers around the world, JamesList provides a safe environment for hundreds of thousands of individuals each month to find great deals on more than 65,000 items for sale ranging from vintage Rolex watches to \$50 million+ Gulfstream jets.

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