

## FROM THE PUBLISHER

BY JOHN GOODMAN, AERA PRESIDENT

# An AERA membership can help make your business the best it can be

We at AERA headquarters hope you enjoyed the first edition of our quarterly magazine, **Engine Professional** (EP). Central to its publication is our promise to keep content shop relevant and application oriented. The AERA tech department fields machining and assembly questions daily and now has a vehicle to share some of the answers with the entire industry. Taking this a step further, we feel a responsibility to the entire engine building/rebuilding community to help in any way that makes sense. To that end, EP will share a sample of current knowledge on specific subjects helping all engine shops build better engines. Those of you who are AERA members already know how important AERA membership is to the success of your business. Having an ability to make unlimited daily tech calls for any engine technical information you require is a vital service found no other place but through AERA membership. Those shops who are not AERA members, we challenge you to look closely at what is offered. EP magazine will help you realize what can be gained through AERA membership.

EP will continue having a regular column on PRO-SIS, AERA's engine specification database (which is an AERA member-only benefit). Over the past several years, PRO-SIS has developed many new features that may be overlooked by users. Most engine specifications and tolerances

listed in PRO-SIS are OEM derived. Many replacement parts you use are aftermarket. In some cases, aftermarket parts improve design and functionality by solving OEM component flaws left unchecked due to engine obsolescence. Material and machining improvements of aftermarket parts may deviate from OEM clearances and tolerance. Having aftermarket part information in concert with manufacturer specifications go a long way to help engine shops machine for and install parts correctly. Inclusion of parts and part specifications is an ongoing process and will develop within PRO-SIS as more manufacturers see value in having their parts and specs available to shops using PRO-SIS on a daily basis. Look for more "how-to" content in current versions of PRO-SIS and a gradual introduction to PRO-SIS XP, a new, full-featured database written in robust MS SQL Server Express. You won't believe what new information XP will bring to you or how deep this information availability goes. Stay tuned.

Lastly, I would like to invite AERA members and the engine building industry at large to visit our website forum [www.aera.org/fm](http://www.aera.org/fm) Presently, only a handful of regulars frequent the technical threads of this forum. Their plea is for more shop techs to weigh in with comments, ideas and solutions. This small network of professionals has helped each other and even some non-engine shops

with all sorts of obscure issues. Even rare parts have been sourced by simply posting needs. AERA tech department monitors these threads regularly and has helped shops solve difficult problems. It should be mentioned that most threads dealing with more specific shop issues require AERA membership to access. But AERA members who post on the forum are a gregarious lot and are often found posting on the General Information threads as well.

The AERA website is one of the most active in our industry rivaling daily visit count of SEMA and other much larger association websites. I would encourage the entire industry to bookmark the AERA forum. It is the beginning of the best engine tech network resource going. ■



Prior to becoming president of AERA, John Goodman was director of the Advanced Technology Center (ATC) for Micromatic-Textron. The ATC focused on manufacturing honing solutions and studies for OEM engine manufacturers. Testing of traditional and unique honing abrasive systems, coolants, fixtures, tools and software were primary responsibilities of the ATC lab.