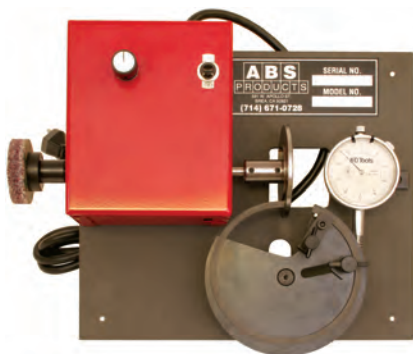


product news



New Piston Ring Grinder from ABS Products

ABS Products now offers the new 5950-HP High Performance Piston Ring End Gap Grinder. 5,000 RPM DC controllable motor with more top end speed and torque to give you more control!

The ABS Piston Ring Grinder makes piston ring regapping as fast, easy and accurate as possible. Ring End Gap Grinding consists of determining the amount to be removed, locating the ring on the grinding plate, zeroing the dial indicator, and grinding. Even a deburring wheel is included. The 5950 Ring Grinder allows simple precision grinding the first time, every time. For more information, please call ABS Products at 714-671-0728, or go online to www.abs-products.com.



New EQ Small Block Chevy Cylinder Head for IMCA Competition

As the International Motor Contest Association (IMCA) prepares for the 2008 season, EngineQuest (EQ) has its

new IMCA small block Chevy cylinder head (part #CH 350I) in stock for immediate delivery. IMCA is offering the EQ head as an option for the organization's Northern and Southern Sportmod divisions for 2008. These stock heads are branded with an IMCA logo and each have a unique serial number that is verified by IMCA.

IMCA recently changed their rules for 2008 so competitors must use a stock GM cast iron head and one that hasn't been altered and is pre-1970. EQ's head is a direct stock replacement for the Chevy 350 cylinder head with 167cc intake runners and 76cc combustion chambers, 1.94 intake valves and 1.50 exhaust valves.

EQ manufactures stock replacement and performance cylinder heads and a wide variety of new, remanufactured and reclaimed engine parts. In addition to being the title sponsor of the IMCA Wild West Modified Tour, EQ is an overall sponsor of IMCA Racing.

To order the IMCA cylinder head directly from EQ phone 800-426-8771, or visit www.eqcylinderheads.com.



New Diamond Superabrasive Honing Stones from Goodson

Goodson announces the release of their new Diamond Superabrasive Honing Stones which produce straighter and rounder cylinders. Hone Nicasil type materials with ease. Abrasive lasts typically 20 times longer than a stone. Fits your AN or HN hone head. Ranging from 70 grit to 600 grit, 2.7"-5.5".

For more information, please call Goodson at 800-533-8010, or go online: www.goodson.com.



Joe Gibbs Driven introduces new Hot Rod Oil created from NASCAR technology

Since its inception in November 2004, Joe Gibbs Driven, the automotive aftermarket division of Joe Gibbs Racing (JGR), has created some of the top oil products in racing. A little over three years later, Joe Gibbs Driven expands its motorsports reach with the launch of Joe Gibbs Driven Hot Rod Oil.

Designed specifically for hot rod and street rod applications, Joe Gibbs Driven Hot Rod Oil was born from the company's successful formulation of high-performance racing oils and lubricants – products developed by JGR's three-time NASCAR Sprint Cup Series championship-winning engine builder Mark Cronquist and used by JGR's Sprint Cup and NASCAR Nationwide Series teams.

Older-style engine configurations feature flat-tappet camshafts and pushrods just like NASCAR engines, and Joe Gibbs Driven Hot Rod Oil is designed to protect vital engine components in hot rods and street rods with the proper anti-wear additive package today's conventional oils simply can't deliver. Joe Gibbs Driven Hot Rod Oil is even more effective for the niche market for which it was made, as it contains a unique storage additive designed to protect against rust and corrosion if the car sits idle for long periods of time. It's the same protective additive technology used by the U.S. Military for storing and shipping mechanized combat equipment.

To find a dealer near you and to learn more about Joe Gibbs Driven, please visit www.JoeGibbsDriven.com.

■ product news



Lock-In-Tool introduces new tool for quick and easy piston wrist pin lock installation

Lock-In-Tool now offers a new and patented tool that simplifies the installation of piston wrist pin locks and reduces labor time to seconds. Lock-In-Tool also helps avoid damage to pistons, broken and bent pin locks, and personal injury. The tools are available for spiral lock or wire lock applications, and come in a variety of standard and metric sizes. Lock-In-Tool is made in the USA and produced with 4140 hardened steel for repeated professional use, or with lightweight plastic for the do-it-yourself engine builder. Lock-In-Tool is NASCAR proven. Learn more at www.lockintool.com.

■ Please send your product news releases to Engine Professional Technical Editor, Dave Hagen. E-mail: dave@aera.org or fax AERA toll-free 888-329-2372.

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