

Tech

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BROTHERS, RACERS, DESIGNERS

Pedregons bring personal style
to limited edition Snap-on toolboxes



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Tony Pedregon with his personally designed Snap-on toolbox.

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Tech

Only for techs. And only from Snap-on®

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Your expertise needed more than ever

There's no doubt that the price of fuel and fuel efficiency are hot buttons with consumers today. For consumers, monitoring their vehicle's on-board computer systems, fuel systems and sensors is an impossibility. That's where you come in. Through your expert knowledge of today's complex vehicles, as well as your ability to share simple tips for properly maintaining cars and trucks, you can help save literally millions of gallons of gasoline each and every day.

The most obvious role you play is helping consumers to keep their cars properly tuned and running at peak efficiency. According to the U.S. Department of Energy, fixing a car that is noticeably out of tune can improve its gas mileage by an average of four percent, and by as much as 40% for more serious maintenance problems. Of course, Snap-on is proud to contribute by providing you with the diagnostics solutions and tools you need to help your customers.

You also play a key role in educating the motoring public on easy steps they can take to increase fuel efficiency. For example, simply replacing a clogged air filter can improve a vehicle's gas mileage by as much as 10%. Keeping tires properly inflated can save up to another three percent. And using the proper grade of motor oil can contribute another one to two percent. I'm sure you can list many others.

Taking all of those steps could save consumers as much as 20% on gasoline. You play a key role in making that happen. If every motorist had their vehicles properly maintained, tuned and set to recommended specs, it could save tens of millions of gallons of gasoline each day.

Snap-on has been saying for years that vehicle technicians add a great deal of value to society as a whole. Helping consumers deal with rising fuel prices is just one more way.



Tom Ward
President, Snap-on Tools Company LLC

Share Your Story

Drop a note or send an e-mail. Include your story idea about you or a fellow technician, your contact information, place of employment and the name of your Snap-on Franchisee.

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Fit to a T Ford milestone vehicle hits 100

Oct. 1 marks the 100th anniversary of the Model T, the first low-priced, mass-produced automobile with standard, interchangeable parts.

The Model T was equipped with a 20-horsepower, four-cylinder engine with a top speed of about 45 miles per hour, weighed 1,200 pounds, and achieved 13-21 miles per gallon. The moving assembly line for the Model T revolutionized manufacturing.

More than 15 million Model Ts were sold by May 26, 1927, when a ceremony marked the formal end of production. In 1999, the Ford Model T was named "Car of the Century" by a panel of 133 automotive journalists and experts who began with a list of 700 candidates in 1996 and sequentially narrowed the nominees through seven rounds of balloting over three years.

On the Web:
ModelT.org



Hard Rock Park turns up the volume

The world's first rock 'n' roll theme park opened this spring in Myrtle Beach, S.C. Hard Rock Park is set on 140 acres and includes more than 40 attractions for rockers of all ages. The park includes roller coasters, stages for shows, children's play areas, restaurants, cafes and retail stores.

Tickets are \$50 and children under 3 are free.

On the Web:
HardRockPark.com

Little toy hits big 4-0

Hot Wheels celebrates its 40th anniversary this year with a special series of 1:64-scale model cars designed by six manufacturers: Dodge, Chevrolet, Ford, Honda, Lotus and Mitsubishi.

The first year of production, the company brought out 16 models. They featured redline tires, spectrafame paint and a metal collector button. Some had roofs painted black to look like vinyl. Now, Mattel produces 5 million Hot Wheels each week.

On the Web:
HotWheels.com



Special delivery

The USS New York, constructed in part with steel salvaged from the World Trade Center, will be delivered to the Navy in early 2009.

In 2003, New York's keel was laid, and, in 2004, the Amite Foundry in Louisiana melted more than 24 tons of steel salvaged from the World Trade Center to cast the ship's bow stem. With the launching, the World Trade Center steel will always lead the ship wherever it sails, according to Northrop Grumman, the ship's maker.

The San Antonio-class amphibious transport dock ship is 684 feet long and 105 feet wide.

On the Web:
ussnewyork.com



Stop Nasties™ in their tracks

Compared to outside air, the air inside vehicle compartments has significantly higher concentrations of pollutants such as soot, dirt and pollen, which can cause a variety of problems, ranging from odors, to headaches and allergic reactions. When you're servicing customers' vehicles, be sure to check their cabin air filters. New WIX Cabin Air Filters with BioShield 75 provide an invisible layer of protection against odor-causing bacteria, fungi and algae. Vehicle recommendations vary, but the general guideline for replacing cabin air filters is every 12,000 to 15,000 miles—or at least once a year.

On the Web:
wixfilters.com



BBQ showdown in JD's hometown

Hankering for some authentic BBQ? Head for the Jack Daniels World Championship Invitational Barbecue set for Sept. 24-25 in Lynchburg, Tenn., the home of the famous distiller.

On the Web:
KCBS.us



ONE HULL OF A BOAT



Tech's handiwork featured in upcoming Bond movie

Who's that boat maker working on the new James Bond movie? Riddle. Doug Riddle.

Riddle's company, Riddle Marine of Lewiston, Idaho, was asked to make six of its aluminum-hulled boats for the James Bond movie "Quantum of Solace," due out in the fall.

It'll be the second Bond film that features Riddle's boats. They also were in the opening chase scene in 1999's "The World is Not Enough." Doug spent months in London helping the film crew practice and customize his crafts for that shoot.

Riddle Marine—the company specializes in welded aluminum jet boats, each custom-made with the highest attention to detail—also were featured in this year's final episode of the television program "The Amazing

Race." In addition, Riddle served as an on-air expert in TLC's "Junkyard Wars" during 2001.

Pretty heady company, considering Riddle runs a four-man operation with his wife, Mary Lou. Doug's dad, Norm, founded the business in 1968. Doug took over Riddle Marine in 1978.

We asked Doug about boats, racing, and his experiences with movies and TV.

On jet sprint racing: "You're in a 13-foot aluminum boat in a small, water-filled track that's only about 12-feet wide and you're trying to dodge obstacles at high speeds. One wrong turn is costly."

On the speed of his boats: "The fastest ones can go about 80 mph, which is a little crazy."



Bond and Riddle on the set in 1999.

Share Your Story

Do you have a story idea for Tech?
E-mail us at: TechMagazine@snapon.com

About his first Bond experience, "The World is Not Enough": "It was surprising just how many people it takes. It's such a huge production to put on a movie. They need hundreds of people just to rehearse a scene. The stuntmen would rehearse some stunts for months before shooting and then they'd do it over and over again for the cameras."

On working for TV's "The Amazing Race": "They gave us three weeks to build three boats. Normally, it takes us a month per boat. But we rose to the occasion."

About Snap-on tools: "I've been in the business a long time and I've had guys who can break anything. Snap-on tools are about the only tools out there that hold up, and for a long time. It's a no-brainer. If you want the best on the market, you get Snap-on." 🛠️

On the Web:
RMRBoats.com



GAME-WINNING TRIPLE PLAY

TMA34 34-Piece Metric-Tap Set



When you're faced with difficult tapping and extracting challenges, three new Snap-on tool sets can help you win the game.

34-Piece Metric-Tap Set (TMA34)

- Includes every metric tap you need up to 18mm.
- Precision-ground flutes ensure accurate threading and high-carbon steel ensures less breakage.
- Tap adaptors turn any 3/8" socket drive into a tap driver.

ATSET 2-Piece Adjustable-Tap Socket Set



2-Piece Adjustable-Tap Socket Set (ATSET)

- Jaws adjust to tightly secure taps up to 1/2" (small from #6 to 1/4" — large from 1/4" to 1/2").
- 3/8" square-drive compatible with common ratchets.
- Small profile for easier access to tight workspaces.
- Tap adaptors turn any 3/8" socket drive into a tap driver.

BEXD9 9-Piece Deep-Well Bolt Extractor Set



9-Piece Deep-Well Bolt Extractor Set (BEXD9)

- The fastest, easiest way to remove broken, damaged, painted-on, rusted-over, or stripped-out screws, nuts, and bolts.
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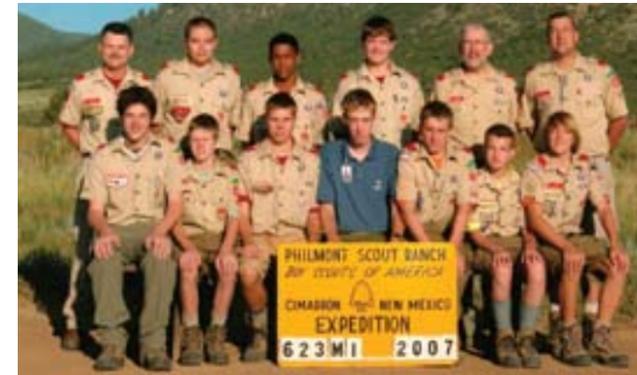
Ask your Snap-on Franchisee for complete details on these new Snap-on game-winning tool sets or visit Snapon.com.

Snap-on

THERE IS A DIFFERENCE™

TECHS AFTER HOURS

Tech has high-level Scouting adventure



For Tim Lasley and nine members of Boy Scout Troop 919, the 1,623-mile, cross country trek last summer was the easy part. With that leg of the journey completed, they still had to manage rugged mountain wilderness in the Sangre de Cristo (Blood of Christ) range of the Rocky Mountains in northern New Mexico.

The adventure at Philmont Scout Ranch, the Boy Scouts of America's premier high-adventure base, was most certainly a challenge. Philmont tests Scouts and Venturers (a program for young adults) with more than 200 square miles of wilderness.

"You hike 20 to 30 miles out into the wilderness, you carry all of your food and supplies on your back and you carry all of your waste back out with you," Lasley says. "It's a good way to challenge yourself."

Lasley said the trip was especially memorable. "I truly had a mountaintop experience when after a long climb to 11,400 feet, my son Jim came up to me and threw his arm around me and said, 'Wow, Dad, there's nothing we can't do together.'"

Along with running his own shop, Wilson's Garage in Pfafftown, N.C., Tim Lasley also volunteers at his church, is the volunteer fire chief and teaches various first aid courses. He also keeps busy as an assistant leader with Troop 919—the same troop he was in when he earned his Eagle Scout badge. His sons, Jim and Paul, are members of the troop.

Lasley's busy volunteer schedule hasn't kept him from building his business, which he purchased in 1988 after working for the original owner starting in 1975. Snap-on tools have been a big reason for his success.

"Not to sound like a commercial, but Snap-on tools are clearly the highest quality tools," he said. "I tremendously depend on my Snap-on tools. They're one of the main reasons I've enjoyed a successful career in automotive service and repair."

On the Web:
scouting.org/Philmont

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Snap-on tools have been the #1 tool brand in the world for nearly 90 years. We are known for innovation and for offering our professional customers precision tools to diagnose and repair today's vehicles and tomorrow's. But Snap-on owners don't simply sell tools — they solve problems. It's a proven business model that stacks up well against other franchise offers:

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- Proven franchise model
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Cruz signs his Snap-on toolbox.

BROTHERS, RACERS, DESIGNERS

Pedregons bring personal style to limited edition Snap-on toolboxes

Brothers Cruz and Tony Pedregon have much in common. They're both NHRA Funny Car Champions (Tony in 2003 and 2007 and Cruz in 1992). They race on the same team (Pedregon Racing, of course). They're both in the top 10 for all-time NHRA professional Funny Car career victories. (Tony's second with 38, Cruz is sixth with 23.)

And they've just added another item to their joint "done that" list. The brothers designed original art for the newest limited-edition Snap-on toolboxes. The toolboxes are available in a Classic Series 11-drawer roll cab and a seven-drawer Heritage Series roll cab with a four-drawer Heritage Series top chest.

Although they have much in common, Cruz and Tony do go their separate ways on some things and the toolbox



"IT'S A GREAT LOOK, A GREAT TOOLBOX, A GREAT THEME AND A LOT OF FANS OUT THERE ARE ORDERING THEM."

designs are a good example. Cruz likes his designs simple, straightforward. Tony likes his designs more on the wild side.

Tech magazine sat down with Cruz and Tony to discuss racing, brotherly competitiveness and how they went about designing the new toolboxes. You can learn more, and see a video of the NHRA racers at snapon.com/pedregon.

Cruz Pedregon
On his personal style and how it shaped his toolbox:

"I'm a little more conservative. I like the look of my 2008 car and played on that ... The car speaks for itself. It looks fast and it has a lot of my design in it. It's a great look, a great toolbox, a great theme and a lot of fans out there are ordering them."

On seeing the completed project for the first time:

"Stunning, stunning. I wanted to stand next to it and take pictures of it."



The depth and clarity of the photographs are unbelievable ... It's very sharp, very well done. I can't wait to put it in my own shop"

About the impact of the toolbox:

"These toolboxes will be viewed by thousands of not only mechanics, but different people who walk through the shops and in different parts of the country. The techs and fans fortunate enough to have these boxes get to share in the uniqueness, share in the moment and really have our car with them all the time. Hopefully this inspires them to work harder and get the job done."

On working with Snap-on:

"When Tony and I formed this race team, we always thought it was important to surround ourselves with the top names in the industry and Snap-on is definitely one of those names."

Tony Pedregon

On designing his toolbox:

"It was a long process, but a lot of detail goes into the finished product and we're really happy and very fortunate that we have the partnership and are affiliated with the best tool company in the business."

On choosing a theme:

"We wanted a piece that would reflect what we're doing: high horsepower. We wanted to give it that Hispanic flavor; of course that's not just a good suntan that I have. We wanted to incorporate all those components into the toolbox."

"...WE WANTED TO GIVE IT THAT HISPANIC FLAVOR."

On seeing the finished product:

"It's nicer than what I envisioned. After working on it so long, you start to wonder, 'Is this the direction, is this the final product that we want?' But when it came out of the box, hair stood up on my arms. I was pretty excited."

On their brotherly competition:

"Cruz and I are very competitive in everything we do. People think we're brothers so we get along great and for the most part we do. But we challenge one another. We don't always do things alike. As you can see from the toolboxes, we have two completely different tastes."

About the brothers' different styles:

"Cruz is very particular, he likes not so much all the detail but he just likes that clean look. I've got a lot going on with the spark plugs and flying wrenches, the car and the engine. I think my toolbox is a reflection of what my personality is like."

Continued on page 14

Tony and his new Snap-on toolbox.



On designing for function, too:

"We wanted to design something that was a reflection of us and our race cars because there's nothing but horsepower here at the races and a lot of energy and a lot of adrenaline. But we also had to take into account what the technicians, what the mechanics would like. We wanted the finished product to be appealing to them. But going outside of that circle, we wanted to complete a project that when anyone looked at it, they could look at the toolbox and think to themselves, 'I gotta have one of those.'"



For more on the limited-edition toolboxes designed by Tony and Cruz Pedregon, see your Snap-on Franchisee or visit snaon.com/pedregon.

For more on the limited-edition toolboxes designed by Tony and Cruz Pedregon, see your Snap-on Franchisee or visit snaon.com/pedregon.



NHRA Funny Car racers Cruz and Tony Pedregon designed their own original art for new limited-edition Snap-on toolboxes that are now available. The brothers sat down with *Tech* to talk about the toolboxes, their racing and their ties to Snap-on. To see a video of the interview, go to snaon.com/pedregon.

Share Your Story
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E-mail us at: TechMagazine@snaon.com

BIOS

Tony Pedregon

Birth date: March 8, 1965

Hometown: Torrance, Cal.

Web site: TonyPedregon.com

Highlight: In 2003, became the first driver other than John Force to win the Funny Car championship since Cruz won in 1992.

Did you know? In addition to racing, Tony has an artistic side. His past works have adorned the helmets of John Force, Cory McClenathan and NASCAR legend, Bill Elliott.

Cruz Pedregon

Birth date: Sept. 19, 1963

Hometown: Torrance, Cal.

Web site: CruzPedregon.com

Highlight: In 1997, Cruz became the first motorsport athlete to receive the "Premio De Oro," the only national award for Hispanic athletes.

Did you know? In his first drag race, Cruz was behind the wheel of a diesel-powered Kenworth truck. He won \$1,000 and a 6-foot trophy in that 1980 race.

WIN A KING'S DRIVING EXPERIENCE



Have you ever thought about getting behind the wheel of a NASCAR style stock car? Well now you can, and a *Tech* magazine editor will be right there with you to capture every lap. In a follow-up article based on your experience, all *Tech* readers across the

United States will decide for themselves whether you've got what it takes to drive like the King.

Two lucky *Tech* readers will win a free Richard Petty Driving Experience. The King's Experience consists of 18 laps over two adrenaline-pumping sessions at a track near you. The first 8-lap session of pure power will be followed by 10 laps of increasing speed and excitement. Between sessions, you'll receive individual feedback from a pit road instructor and additional coaching from a driving instructor. The program lasts approximately 3-5 hours.

The Richard Petty Driving Experience operates year-round at more than 20 tracks across the U.S. Answers to FAQ follow:

1. You'll be driving a 600-hp NASCAR style stock car.
2. You must be 18 years old or older, have a valid driver's license and be certified by your Snap-on Franchisee as a recipient of *Tech* magazine. No purchase required.
3. No prior racing experience is required, but you must be able to drive a car with a standard transmission.
4. The cars do not have doors. You must be able to climb in through a 15" high by 30" wide window, approximately 36" above the ground.
5. You'll be asked to sign a liability waiver prior to your participation.

Deadline & How to Enter

You can enter by sending an e-mail containing the following information to:

Petty@HighVelocityCommunications.com.

Subject Line: I Want to Win a King's Experience

Required Information: Your name and complete mailing address, daytime and evening/weekend phone numbers, your place of employment and the name of your Snap-on Franchisee. Entries lacking any of this required information will be disqualified at the sole discretion of High Velocity Communications, the publisher of Snap-on *Tech* magazine.

If you do not have access to e-mail, you can also enter via mail by providing the same information as required above and mailing to:

King's Experience

High Velocity Communications
2444 North Grandview Blvd.
Waukesha, WI 53188-1695

The entry deadline is November 30, 2008. The two *Tech* readers who win will be notified during early January, 2009 and the King's Experiences will be scheduled as early as possible during 2009.

For a listing of all participating tracks and more information about the Richard Petty Driving Experience, log onto 1800BePetty.com or call 1-800-237-3889.

RICHARD PETTY DRIVING EXPERIENCE

Filtration Answers for Today's Maintenance Issues

With average fuel prices topping \$4 per gallon, and no short-term relief in sight, many vehicle owners are looking for ways to reduce operating costs.

Routine Maintenance Today – It's a common perception that engine oil must be changed every 3,000 miles, even though most auto manufacturers now recommend changes at 5,000-, 7,000-, or even 10,000-mile intervals under normal driving conditions. Greatly improved oils, including synthetics, coupled with better engine designs mean longer spans between changes without harming the engine. Filter service intervals have changed dramatically over the years too, in an effort to reduce operating costs and environmental impact.

Quality Filters Can Help – Better filters, such as those made by WIX, support longer change intervals. WIX's technologically advanced oil filter construction not only captures 45 percent more dirt, dust and grime than the leading brand, but also lasts 30 percent longer. This is a key consideration when extending oil change intervals beyond 3,000 miles. Plus, long-lasting, silicone anti-drainback valves—which save engines from harsh dry starts and out-perform nitrile counterparts—are standard on most WIX premium oil filters.

Your customers also may not know that a dirty air filter restricts and changes the airflow pattern, causing the engine to change its air/fuel mixture and lose horsepower. Studies have suggested that replacing a clogged air filter can increase fuel

efficiency by as much as 10 percent. At nine pleats per inch, WIX air filter media dwarfs the competition, resulting in a longer-lasting, higher-efficiency filter that captures more engine-destroying contaminants.

In today's fuel injection systems, a high-quality filter is more important than ever. A fuel filter keeps dirt, rust, scale and other impurities from clogging injectors and carburetors, enabling engines to run trouble free and at peak MPG performance.

When other filters quit, WIX filters will be going strong, providing you and your customers with peace of mind during any vehicle manufacturers' recommended change intervals.

Hybrid Challenges – Many of today's new hybrid vehicles save fuel by combining battery power with small internal combustion engines. Due to the tremendous pressure placed on engines in hybrid vehicles during continuous stop-and-start cycles, these engines need the added protection of high-quality filters. WIX's premium oil filters with silicone anti-drain back valves prevent dry starts, and their internal components withstand high-pressure spikes better than the competition.

During WIX Filters 69-year history, the company has dedicated itself to filtration engineering excellence and believes that proper filter maintenance is a key step in properly maintaining and tuning any vehicle. By following manufacturers' maintenance guidelines, including those on filter replacement, car owners will be rewarded with better fuel economy and longer vehicle life.



Preserve the life of your engine.

The best way to keep an engine from drowning in pollutants, impurities and contaminants is with a WIX® air filter. Why? Because with nine pleats per inch of dirt-trapping media, the engine can start breathing fresh air again. And when you add that to a WIX oil filter that captures 45% more dirt than the leading brand, you can increase your engine's life and improve fuel economy. Long live your engine.

WIX
FILTERS

See the WIX distributor nearest you or visit wixfilters.com.



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Specialist Donald Williams is a National Guard mechanic deployed in Iraq. He says the high heat and frequent sandstorms take a toll on the Humvees he works on.



Williams and his buddies in Iraq work exclusively on Humvees.

"If the trucks are needed, you really have to do whatever it takes, by any means necessary, to meet the mission," said Williams, a native of New Bedford, Mass.

Williams and the eight other techs work exclusively on Humvees—doing routine maintenance such as oil changes, radiator flushes and transmission work.

"What we see is mainly regular wear and tear," Williams said. "But with the type of surroundings we're in, our wear and tear is far more damaging."

He estimates that the tough driving and weather conditions in Iraq mean the techs in the motor pool do regular repairs twice as frequently as they would stateside.

During sandstorms, sand is sucked into engines, where it wreaks havoc on moving parts, adding years of wear in mere months. Intense heat and airborne dust cause vehicle starters and generators to fail and air, fuel, and oil filters to clog. Williams, who's been in Iraq for 11 months, says the Baghdad area can get two or three sandstorms a week.

The oppressive summer heat really beats on the Humvees, he said.

With temperatures often reaching 120 degrees, cooling systems and air conditioning units are taxed to the breaking point. A Humvee with a bad air conditioner is useless in that kind of heat, Williams said.

Transmissions, too, take a beating.

"When it's that hot, it's like a truck pulling a really heavy trailer around all day, constantly," he said.

Harsh environmental conditions in Iraq have spurred a high demand for repair parts for certain vehicles. Transmissions for

M2 Bradley fighting vehicles are a good example. Mileage on Bradleys driven for only one month in Iraq exceeds that for a similar vehicle driven for an entire year elsewhere, according to *Army Logistician*, the professional bulletin of United States Army logistics.

The key is to stop problems before they occur. The techs work very closely with the Humvee drivers to monitor the vehicles. If an operator feels something's not quite right with his ride, the techs are all over it.

"We can't afford to have a truck breaking down out there—they can't walk back in," Williams said. "We can't do roadside repairs, that's out."

The Humvee previously had maneuverability, handling, and logistical challenges, but the limitations really surfaced when the military began hanging body-armor plates on the vehicle to protect troops from roadside bombs. The metal added thousands of pounds of weight, which increased brake, suspension, and drivetrain wear.



Williams, of New Bedford, Mass., has been in Iraq for nearly a year.

TECH'S MISSION:

KEEP THEM MOVING

For SPC Donald "Bam Bam" Williams and the other National Guard members serving in Iraq's Green Zone motor pool, it's all about completing the mission.

A 9-to-5 day? No sir. A 40-hour work week? Hardly. The techs in this garage quit work when there's no work. And they can't tell their customers the part is on order. The Humvees they work on have more important places to be than sitting in the shop.

Williams said suspension problems are the biggest challenge for the motor pool techs. The heavier armor and driving conditions really increase stress. Even though the trucks are heavier because of the much-needed armor, the suspensions weren't upgraded to match.

One difference between working stateside and in Iraq is the tool situation. Most techs keep their own tools when they're working at home. But in the Army, it's share and share alike. Tools have gone missing, leading to another long-standing military tradition: Making do.

Motor pool techs use their skills to improvise needed

supplies, said Williams, who was an auto tech at two dealerships in his hometown and owns Snap-on tools. To work on injector pumps, the techs needed a 5/8-wrench with a 90-degree angle. They didn't have one, so they improvised by heating the handle of a straight wrench and bending it, Williams said.

If they don't have the tools or parts they need on hand, they'll make them. It's all about completing the mission.

Williams said the guys he works with have grown into a team over the months they've shared. No one's above doing the grunt work, no one is above working long hours and no one says, 'I'll get to that tomorrow.'

"You can always count on that guy next to you to help out," he said. 



Share Your Story
Do you have a story idea for Tech?
E-mail us at: TechMagazine@snapon.com

JEEP, HUMVEE: NOW THE MRAP

The next generation Humvee is already on its way to the front lines. Built by Navistar Defense, the MaxxPro™ is engineered to withstand ballistic arms fire, mine blasts, IEDs, and nuclear, biological, and chemical environments. Armoring flexibility allows upgrades on the 40,000-pound vehicle. It's a member of the Mine Resistant Ambush Protected (MRAP) family.

The Humvee was introduced in 1984 and was considered a major leap forward from the classic American military jeep. Heavy, low-slung, and extra wide, the Humvee represented the new standard in tactical vehicles for the combat of that era. But in many ways, it was designed when the U.S. still had a Cold War mind-set and thought its vehicles would be used in a conventional combat environment with front and rear lines. Now, "unconventional" warfare dictates a kind of truck that protects troops better, is easier to modify, and is generally faster on its feet. The Marine Corps plans on using the MaxxPro to replace all Humvees currently used in combat theaters, in order to better protect Marines.



FREE MONEY!



Like professional technicians everywhere, you work hard for your money. Adding a bit of forethought and research to your spending habits can help you squeeze more out of every paycheck. Consider these "FREE MONEY!" ideas:

1. ADJUST YOUR WITHHOLDING. You've heard this before. Why give the federal and state government free loans? If you received tax refunds this spring, reduce your withholding. Develop the discipline to save, and earn a return on your invested money.

2. LIMIT FOOD SHOPPING. Make a list limited to only what you need. Stick to it. Shop weekly. Avoiding frequent trips or daily stops will help you resist the temptation to impulse buy.

3. USE COUPONS. For groceries, for sure. Also look for movies, restaurants, clothing stores and more. Check newspapers, mailers, websites, loyalty programs, etc.

4. REDUCE DRIVING. With \$4-a-gallon-and-climbing gas prices, carpool with a friend, use public transportation, ride a motorcycle or scooter. Combine stops. Plan your route. Avoid single-purpose and unnecessary trips.

5. REVIEW BANKING RELATIONSHIPS. Don't spend money on maintenance fees. Rather, be fee-free and earn interest on your checking and savings accounts. Make sure your financial institution provides the best package.

6. CONSOLIDATE PHONE SERVICE. Lose the long-distance service, maybe the landline. Why pay automatic service fees and taxes every month? Consider a less-expensive Internet service or switch to a prepaid calling card. Use your cell phone for all calls. Place cell calls, frequently free, during off-peak hours.

7. SEEK THE BEST PLAN. At least once per year, call your providers of communication services—wireless, long-distance, cable, Internet, etc. Make sure you're on the best plan. Where possible, bundle services to earn lower rates.

8. INVITE FRIENDS OVER. Almost every activity at home is less expensive than going out. Plan a fun evening with friends, neighbors or relatives. Your guests will likely reciprocate.

9. DRINK MORE WATER. Try it. A big glass before meals improves digestion, keeps you better hydrated—you'll eat less and help your overall health.

10. INSTALL A PROGRAMMABLE THERMOSTAT. Automatically regulating the heating and cooling system when you're not home for two or more hours at a stretch can cut your energy consumption by 10% to 20%. 

Would you like to see other ideas for squeezing more out of your money? Check out these and other informative and fun websites for hundreds of very practical money-saving tips, ideas and suggestions:

- RetailMeNot.com
- Stretcher.com
- SimpleDebtFreeLiving.com
- FrugalLawStudent.com
- TheSimpleDollar.com
- Freebies.About.com
- DoughRoller.net
- ZenHabits.net

Catching up with ...

Tim Zilke, President and CEO of ASE

Q. Is there a focus on new issues, or should we expect the ASE to continue with its current direction?

A. The nature of change at ASE has historically been evolutionary. I expect that will continue. The tremendous growth of ASE certification, starting in the early 1990s, was based on taking our core certification product and adapting it to virtually every segment of the on-highway vehicle service market. We developed an unparalleled test and measurement competency, built significant brand equity and a strong financial foundation. Our opportunity now is to determine how we want to leverage those assets for continued growth.



However, since ASE's inception, the dynamics of the automotive service market have shifted dramatically. The integration of new technology into vehicle raw materials, engineering, manufacturing, and control systems has improved vehicle quality and reliability substantially. There have been shifts in the job activities of the technician—from repair and overhaul to diagnosis and unit replacement, and more preventive, predictive, and scheduled services. These changes underscore the need to be responsive to our customers—technicians and their employers. To that end, we will continue our ongoing engagement with the industry, while focusing our internal efforts on our certified technicians and their employers. We will continue to listen to our customers and employ technology where appropriate for both current and new products.

we will continue our ongoing engagement with the industry, while focusing our internal efforts on our certified technicians and their employers. We will continue to listen to our customers and employ technology where appropriate for both current and new products.

Q. Your background includes extensive experience with ASE. How will that experience pay off as you lead the organization?

A. My experience at ASE has provided a deep insight into the product, the company, and the culture. And that knowledge extends to an understanding of the strengths, weaknesses and opportunities for the organization.

With strong board guidance, ASE is in a good financial position, and my understanding of what has and hasn't worked over the years allows me to try new things. But our true strength is in our board, our staff and the hundreds of thousands of certified professionals who support the vision of ASE. Remember that this transition is both natural and has been in the works, internally for the last three years. To the organization, I'm known and so is the rest of the senior management.

Q. ASE has made many efforts to improve its website. Can you highlight a few of the changes?

A. We've just launched an important upgrade to the Service Professionals section of the ASE website at www.ase.com. The section now features more streamlined navigation, with content organized more intuitively into key interest areas. The new design facilitates easy access to the content for our technician users.

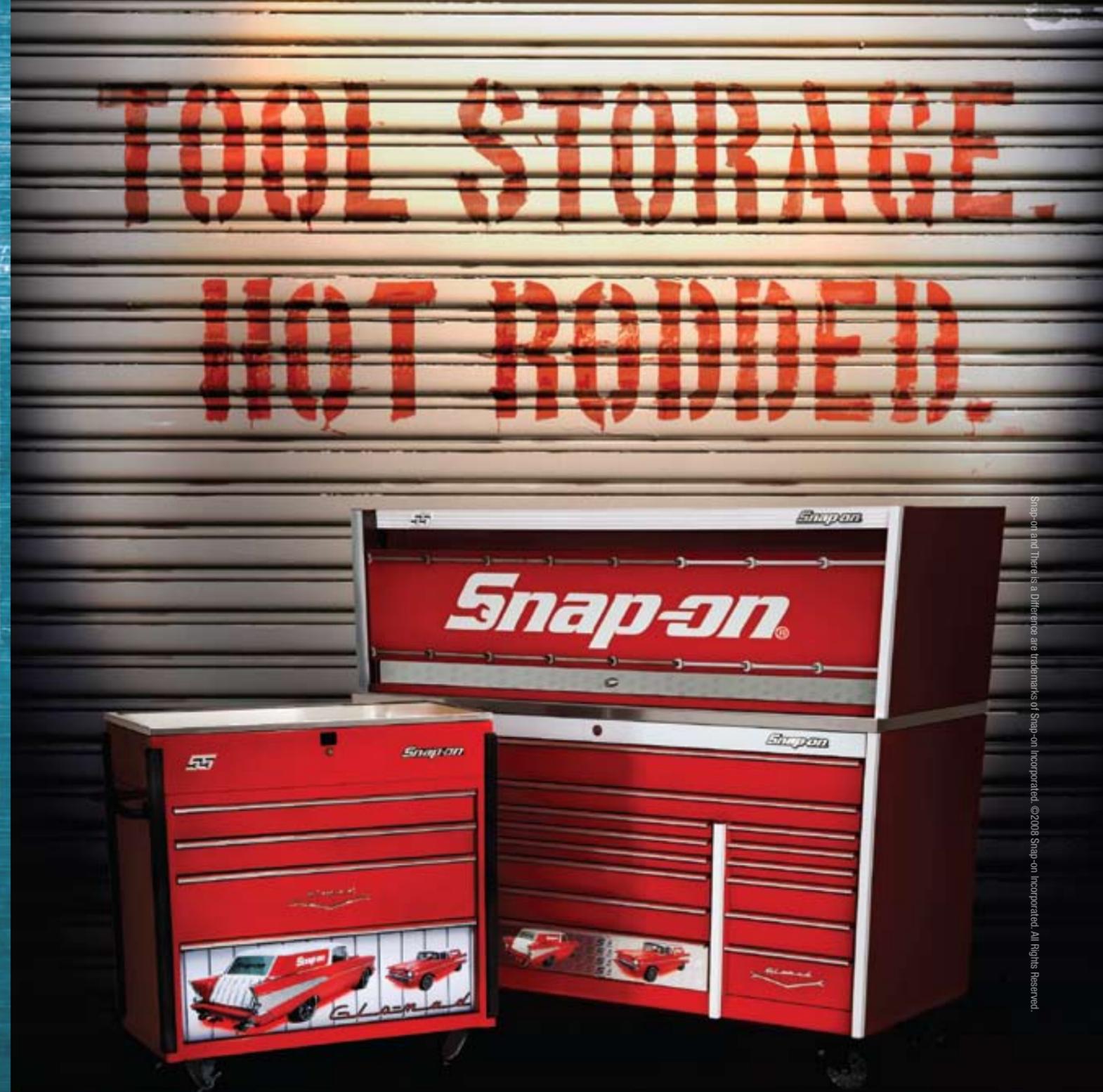
The redesign also enables quick access to the increasingly popular *myASE* service. Using *myASE*, service professionals can view certification status and history online, as well as update their mailing address, view test registrations, and review work experience status.

I think it's important to note that this redesign of the Service Professionals section is the end result of user feedback and an overall design goal toward user friendliness. It reflects ASE's customer-centric focus toward helping our service professionals.

Q. How will technicians benefit from these new improvements?

A. The primary benefit will be a more user-friendly website, with easier-to-find links and information. But we've also added some other new features recently, which the new design will enhance. As an example, our interactive presentations offer tips for taking the ASE tests and such tools as our *TechQuiz* to help technicians prepare for testing, along with the most recent versions of the *Official ASE Catalogs of Tests*. 

On the Web:
ASE.com



When we set out to build the world's baddest custom rod, we knew that staying organized was key to finishing the project on time. Now, to commemorate the build, we've released the limited edition Glo-mad Tool Storage Workstation and Roll Cart. Uncompromising designs, completely customized with graphics of the rod itself. Performance with style, just another reason techs choose Snap-on 6:1 over the competition, earning us a 2007 Frost & Sullivan Technicians' Choice Award. Visit www.snapon.com



Snap-on
THERE IS A DIFFERENCE™

CHILI

BOWLS OVER ITS FANS



Chili fans gathered in Omaha, Neb., last October to experience the 41st annual International Chili Society World's Championship Chili Cookoff.



“WISH I HAD TIME FOR JUST ONE MORE BOWL OF CHILI.”

— Alleged dying words of Kit Carson (1809-1868), frontiersman

Chili, like beauty, is in the eye of the beholder. To Texans, Cincinnati chili is anything but. Arizonans say Texans don't know chili from a mix of sand and water and some in New Mexico say it's chile, not chili.

And you add beans to your chili? That might just start a brawl in some places.

Luckily there's the International Chili Society to help keep the chili straight. The society is a non-profit organization that sanctions chili cookoffs with judging and cooking rules and regulations. These events are held worldwide and benefit non-profit organizations. All winners of ICS sanctioned cookoffs qualify to compete for cash prizes and awards at the World's Championship Chili Cookoff held each year in October. The ICS is the largest food contest, festival organization in the world. Go to ChiliCookoff.com for more information.

If you're hankering for some chili knowledge, here's a primer:

The basics: The name chili comes from the Spanish chile con carne, which means chili with meat. Tradition calls for cuts of beef, pork or venison. Chili insiders say any recipe containing poultry doesn't count as chili, ditto anything with hamburger.

To bean or not to bean: Whether beans belong in chili is a sore spot among chili fans. Purists say no and most competitions don't allow beans. Oftentimes, beans are served as a side dish.

Chili, chile or chilli?: Chile is the correct spelling in Spanish. Chili with an “i” at the end is the Americanized version. The “i” version began with the name of the dish, carne con chili. It evolved into ‘chili con carne’ and then was shortened to chili.

Texas style: Texas chili contains just meat and chiles that have been prepared by being boiled, peeled, and chopped. That makes the chiles red in color (often supported by secret ingredients like chocolate).

Cincinnati style: Cincinnati style chili has become popular, too. But it is different from its Texan cousin. It is typically not served as a stew. Instead it is eaten as a topping on hot dogs or spaghetti. Cincinnati style has a much thinner consistency and it does not contain any beans. Instead cheddar cheese adds to its own unique flavor (and makes it less spicy than Texas style Chili). 

CHILI RECIPE

1984 Chili Champion's recipe for
**Bottom Of The Barrel Gang
Ram Tough Chili**

Source: Dusty Hudspeth

Ingredients:

- 2 lbs beef chili grind
- 1 8-oz can Hunt's Tomato Sauce
- 1 onion, finely chopped
- 1 tsp. garlic powder
- ¼ cup Gebhardt Chili Powder
- 1 tsp. oregano
- 1½ tsp. salt
- 2 tsp. ground cumin
- ¼ tsp. Tabasco® Sauce
- ½ tsp. cayenne pepper
- ½ can beer
- 1 tablespoon cooking oil

Instructions:

Sear meat in covered 2-quart pan with cooking oil. Add tomato sauce, onion and garlic powder, cover and simmer for 30 minutes, stirring occasionally.

Add remaining ingredients and stir, simmer for one hour. Add water if necessary. Serve with side dishes of pinto beans, chopped onions and grated cheddar cheese for garnishes.

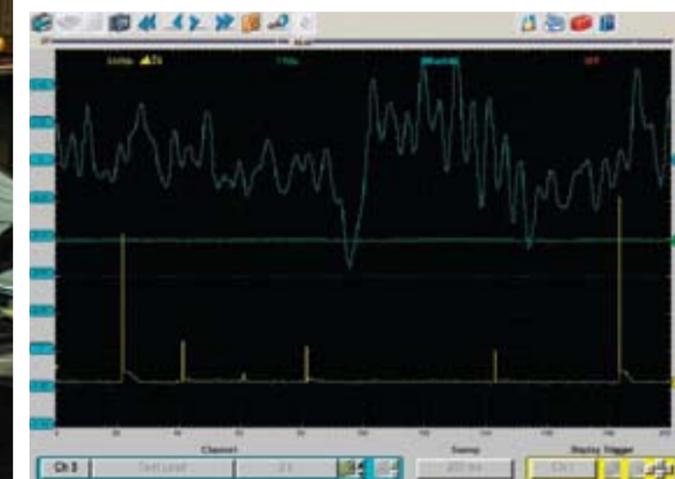
Servings: 6-8

Source: ChiliCookoff.com

Looking for an International Chili Society competition? Many events are held during the late summer and fall. Log onto the group's site at ChiliCookoff.com to find one near you.

'Baby' poses an idle question

Curious owner has an odd complaint



This is exhaust pulse waveform shown on the MODIS lab scope. Engine firing order is 13726548. The trigger is on cylinder #1. The inverted spike dropping below the line indicates the misfire, which is cylinder #1.

We've all had our share of difficult customers who just want answers about symptoms. I had just such a customer not long ago and my MODIS™ provided the answer when nothing else would.

Paul, the customer, showed up at my shop with his beautifully-kept 1995 Ford E-250 van with a 5.8L automatic. The vehicle is his recreational toy and his baby. The van spends most of its time in storage waiting for those weekend trips. The odometer had just turned 100K when I tackled the diagnosis on this case study.

Paul had an odd complaint that was difficult to duplicate: it was necessary to drive the vehicle for an extended period of time on the freeway, exit the freeway, and let the engine idle in park for a few moments. Then the engine would misfire briefly four or five times. After the few misfires, the idle quality would clear up on its own. Although most people would live with this quirk, my customer wanted an answer as to why his baby was acting up.

Paul had visited another shop before bringing the van to me. They

were unable to find the problem; however they did perform a full tune-up and injector cleaning to no avail.

10-day checkup

I had Paul's baby for 10 days, working on it as time permitted. Duplicating the complaint was one challenge, having my equipment hooked up to the vehicle during the brief event was another. And keep in mind the model year; on a 1995 Ford, there are no misfire monitors in Mode 6 to help with the diagnosis.

My diagnosis began with letting the engine reach operating temperature and using my MODIS with the latest software version 8.2 and an SIA 2000 ignition adapter. The ignition, fuel supply, and cylinder turbulence were all up to par. I even pulled all the sparkplugs and performed a warm compression test, which passed as well.

The next step was to drive the van several times in an effort to replicate the problem. Just as the customer indicated, I took it on the freeway for a few miles, exited, and then let the van idle in the nearest parking lot. As quickly as possible, with my MODIS in lab scope mode, I inserted my SenX pressure probe in the exhaust to check for pressure differences during the miss. Using the MODIS with the pressure probe could help to identify the differences in pressure that occur when a cylinder fails to fire correctly.

The baby provides a clue

I used a synch pulse on cylinder number 1, which was also my trigger for the MODIS lab scope. The pattern displayed tells the story. I saved this MODIS scope file directly to my PC with ShopStream Connect software. The downward spike in the waveform clearly identifies a pressure difference that happens several milliseconds after cylinder number 1 fires. After careful analysis and repeating the test with the synch pulse on other cylinders, I was able to identify number 1 as the cylinder that misfired each time the problem occurred.

On the final test drive, I pulled number 1 and 2 sparkplugs and tested the compression on both. Number one had much lower compression than number two when the engine was hot. I suspected that a valve was sticking intermittently. The diagnosis made sense since this baby spends a lot of time in storage.

When I reported my findings to Paul, he was actually delighted, since he owns a machine shop. He said he would tackle the repair himself.

That was fine with me, since performing cylinder head and other engine repairs is his specialty. I focus on diagnosing the tough ones with my MODIS. 





A BRUIN meets his ruin

Bear hunt leaves Nugent cold, wet—and enthused

By Ted Nugent

There are no words to adequately describe the stunning hellhole we were attempting to penetrate. It was fascinating.

Followed bravely by Quinault Indian BloodBrother Phil “Chopper” Martin and son Toby, desperately trying to capture the insanity on film, we laughed out loud at the inhuman endeavor before us. We were high on adrenalin, adventure and the sheer physical challenge of the most outrageous “bear-spirit” kind. I was expecting to hear a Huey helicopter overhead, with live fire from an M60 machinegun blazing through my Me-

kong Delta Vietnam jungle, ever vigilant for punghi stick booby traps as I tunneled after Viet Cong insurgents! Wait! I’m only bear hunting here!

Sliding onto my belly, I saw a small hole in the wall of thick vegetation, and

...we were in awe at the numerous giant bears in the 300 to 400 pound category. Some even bigger!

knew by the frothy blood spoor that my large, 200-pound bear had gone through the narrow tunnel just moments before, and therefore, doggone it, so could I.

Or could I? How in God’s name such

a large animal (200 pounds) could negotiate these insanely tight quarters I will never know. But if you’re goofy enough to hunt dangerous animals with sharp sticks, then surely you can track them. Somewhere ahead was a very dead bear, or so I prayed. For if he was still alive in this tight network of tangled warrens, there was no way I could reach back to extract my Glock 10mm in time to defend myself. I slithered on and I prayed.

John Bryson of the Quinault Indian reservation near Hoquiam, Wash., had contacted me a few years earlier, telling me of their outrageously overpopulated black



bear numbers and how he would like me to eliminate a few of the timber-destroying bruins. As a lifelong bowhunting addict, abundant game populations are my favorite thing, for the ultimate bowhunting to me is all about opportunities, and lots of them. I had the arrows, John had the tags, and rugsteaks were on order all around. John shared photos of trail camera shots, and we were in awe at the numerous giant bears in the 300 to 400 pound category. Some even bigger!

Thank God that our Thermal Cells kept the mosquitoes and bugs at bay, for this damp first evening would stretch on for over four hours before Mr. Bruin showed just before dark thirty. The large, 300-plus pound trophy boar was beautiful, but never gave me the ultimate high percentage shot I was looking for, and all we got was some stunning bear footage for our efforts. It was wonderful to say the least.

Night number two would be a slightly wet repeat, but late in the wait we were visited by an uppity 100-pound cub that put on quite the show for our “Spirit-Wild” cameras. Suddenly, the little booger snapped to attention, strained his neck to look back into the dark coniferous forest, let out a loud “whoof” and tore ass up the

nearest tree. A domineering, sex starved older boar had spooked him. Perfecto!

My Martin FireCat bow was in shooting position as the boar cleared the overhanging canopy of leaves, but as quick as he appeared, he grabbed a handful of honey-dipped bread and faded into the darkening shadows with no shot opportunity.

He did this over and over again, always keeping one large cedar tree over his vitals as he stretched out his paw for some goodies. On his fifth or sixth return, he had to reach a little more. As his right foreleg stretched out, my Sims sight pin glowed on his shoulder and in an instant, with a loud THWACK!, the fiery Lumenok shined brilliant orange dead-square in the bear’s pocket.

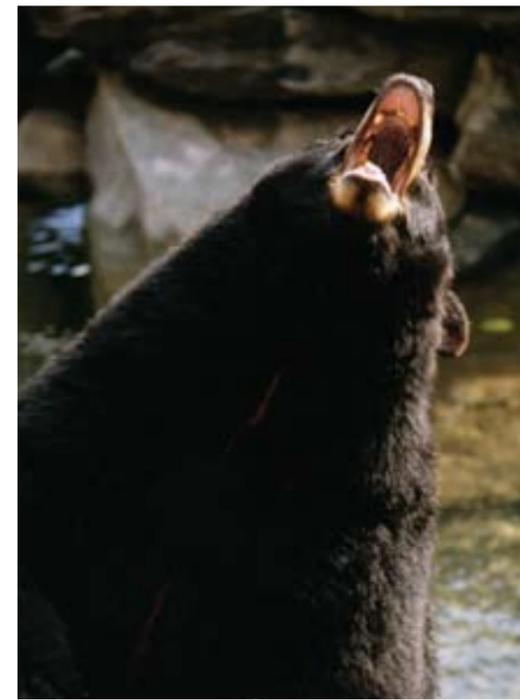
This bear was clearly a member of the Screen Actors Guild, for the show he put on in the next four seconds was an Oscar nominating performance. He let out a series of savage, heart-pumping roars, grunts, growls and howls, flipped head over heels, rolled onto his back, leaped to all fours and barreled out of there like a cat afire. Wow!

With a slight drizzle still coming and going, Phil joined Toby and I for the Navy Seal scouting mission into the impenetrable quagmire of rabbit-detering bush-hell where we crawled and slithered, fighting every inch of our way to a well-earned prize. Soon we heard the voices of Blood-Brothers John, Greg and Stan moving our way as the last vestiges of visible light darkened overhead.

Finally, after about 150 yards in 30 minutes, my eyes caught a glimpse of soaked bear fur about 15 inches in front of my face.

We were all giddy with happiness but completely soaked to the bone and whooped beyond words. It felt wonderful and all I could do was feel sorry for everybody who will never know this kind of soul-charging fun.

Heap big medicine. The beast is dead, long live the beast. 🐾



Sunrize Safaris is booking hunts with the Quinault Indians in Washington. This area will provide unlimited bear tags for the next few years. For more information, contact Sunrize Safaris at tednugent.com or 517-750-9060.



2008 BIG BUCK PRIMER

Use our plan to have your best deer season ever

By Mike Hanback

It seems an eternity, but it won't be long until you leave the stress and grind behind and head out for your annual fall week of rejuvenation—deer season, baby! This year, don't wait until the last minute to get ready. To shoot a big whitetail, your advance work is just as important as the tactics you'll use in the woods. Here's your plan.

1. Map Your Buck

Go to mytopo.com and order aerial photos of your hunting woods. Sit in your den with the A/C cranking and pour over the maps. Study the crop fields, open pastures and tight covers. Key on timber strips, draws, creeks and other funnels that connect feeding and bedding areas. Mark those hot-looking travel routes with a Sharpie. Think and analyze. By studying aerials you can eliminate up to 60 percent of marginal deer habitat before you ever leave the house. Then focus your scouting and hunting in the 40 percent where you'll find the big bucks.

2. First Look

On late-summer evenings, drive to a spot and sneak toward a field of alfalfa, wheat or clover. In a big-woods habitat, check clear-cuts, power lines and other openings. Find a hidden vantage, pull out your binoculars (and a 15X-45X spotting scope if you have one) and go to work. Glass for bucks that feed alongside does at dusk. See one or two, or maybe even a bachelor's club of shooters with velvet racks? Come mid-September, some of those bucks will disperse a mile or so into distant covers, but others will hang around. You'll be able to hunt at least one big boy right there in the woods and thickets all fall. See why you need to get out there and look now?



3. Ground Scout

Maps and glassing are great, but you still need to pattern the deer on the ground. Take a day off work in mid-September, when most woods are empty of people and the buck sign is starting to pop up. Spray down with bug dope and go for a power walk.

Hike the edges of fields and check for deer trails that wend back into the cover. Walk creek bottoms and funnels that looked good on your maps. Look for freshly rubbed trees. Old bucks blaze their core areas with big rubs. Scout for wide, 3-inch tracks in creek crossings and other mud. Big prints near big rubs seal the deal that you're on to a good buck.

While it's not smart to bust through a big security area where lots of deer bed, you should poke around any "satellite" thickets you run across. Small to 1-acre briar pockets, grassy ditches, honeysuckle tangles on ridges ... you get the idea. In a month or two, these covers will be great places to find big bucks staging near food sources or escaping people pressure. Hunt there.

Make a couple of sweeps, looking for buck signs and strategic spots for blinds or treestands. Go ahead and set a stand or two or three and you'll be well ahead of the game. By the way, don't sweat it if you jump a buck or two. They'll be back.

4. Go Shooting

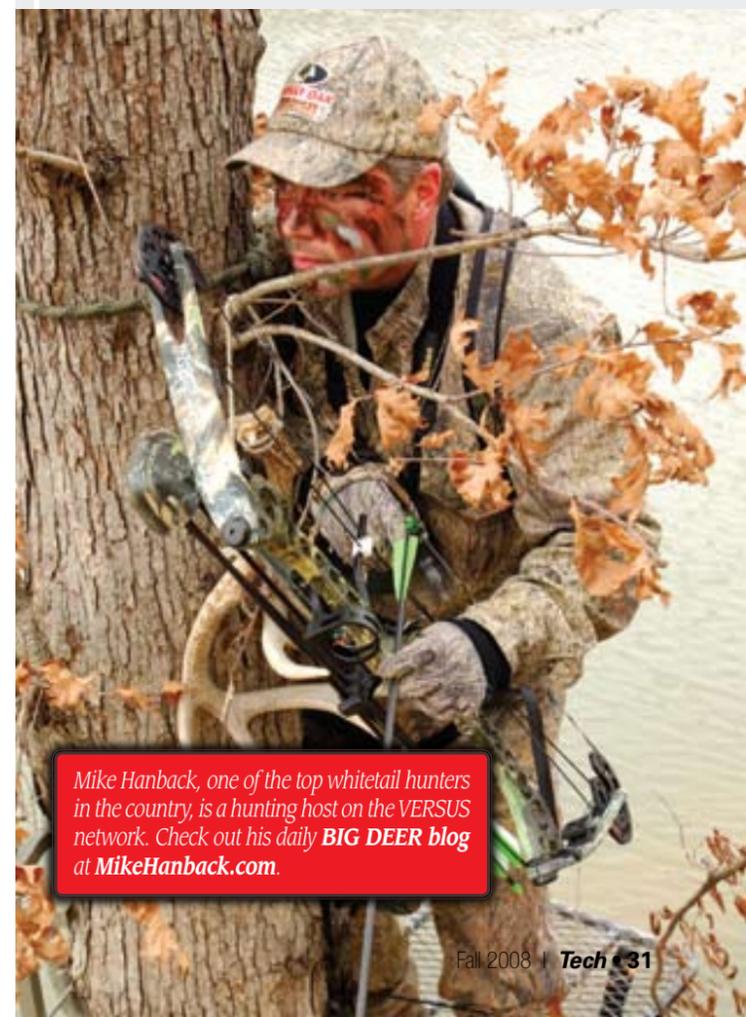
Hit the rifle range now, while other people are still fishing and playing golf. With most of the benches empty, you can tune your .270 or .30-06 or whatever your caliber at your leisure. Clean all metalwork and tighten trigger-guard and scope-mount screws. Swab the bore until it shines; that alone can improve your accuracy two-fold. Shoot 10 or more shots over several range sessions, out to 200 yards if you can, and strive for three-shot groups of less than 2 inches. You'll be ready.

If you're a bowhunter, try to hang a treestand in your backyard. Scatter blocks and deer targets below, 10 to 40 yards out. Climb up, attach your safety harness and imagine a buck walking in to where one of your targets is set. Draw, release and watch the shaft strike its mark. This simulated practice will make you a crack shot in the woods.

Wherever (and whenever) you go, hunt hard and safe and good luck! 🍀

QUICK TIPS to More Bucks

- Invest in high-class binoculars that cost \$1,000 or more and you'll be amazed at how much better you see and hunt; take care of the optic and it will last a lifetime.
- Glass high into oak trees, find the most green nuts and set a stand nearby; the acorns will fall into October and the deer will be there.
- Wash your camo, underwear and socks in an unscented detergent from Cabela's; store in a scent-free container with freshly cut pine boughs until opening day.
- Call or e-mail a state deer biologist and pin down peak rut in your area; you can't go wrong by hunting the peak, or the week before or after, when bucks are most active.
- Moon-wise, this Nov. 6-12 (first-quarter) should be great for deer movement at dawn and dusk; if you take off work Nov. 13-18 (full moon), hunt all day and expect good midday rutting activity.



Mike Hanback, one of the top whitetail hunters in the country, is a hunting host on the VERSUS network. Check out his daily **BIG DEER** blog at MikeHanback.com.

FROM A4 TO Z3 YOU'RE COVERED WITH RAYBESTOS



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ROTORS



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Put on the BRAKES



As many *Tech* readers already know, Doug Herbert, owner and driver of the SnapOnFranchise.com NHRA Top Fuel Dragster, experienced every parent's worst nightmare on January 26, 2008. His two sons, Jon, 17, and James, 12, lost their lives in a tragic automobile accident.

In their memory, Doug has made it his mission to help prevent other parents, families and friends from enduring the pain he has experienced. In cooperation with Jon's classmates from South Lake Christian Academy in Huntersville, N.C., BRAKES—Be Responsible and Keep Everyone Safe—was born.

As anyone who has attended a Snap-on hospitality function at an NHRA national event can attest, Doug has been an outstanding goodwill ambassador for Snap-on and the National Hot Rod Association since 1992. If you would like to join Doug in helping save teenage lives, take a few minutes to:

1. Log onto PutOnTheBrakes.com.
2. Surf the site and become a BRAKES member.
3. Download and review two pledges with your family—one for teenagers and one for parents/guardians—and sign them.
4. Make a tax-deductible donation to help Doug spread the word.

If you have a personal story to share with Doug, wish to make a contribution to the cause or simply want to send in your signed pledges, write to:

BRAKES

1443 East Gaston Street
Lincolnton, NC 28092

Be sure to keep a copy of the signed pledges—yours and your teenage driver's—and post them in a prominent place as a constant reminder of your commitment to safe driving. Let your family, relatives, neighbors, friends and co-workers know that you support Doug's efforts to remember Jon and James and avert future tragedies by being responsible and keeping everyone safe.



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ROTORS



BMW Z3
FRICTION



MAZDA PROTEGE
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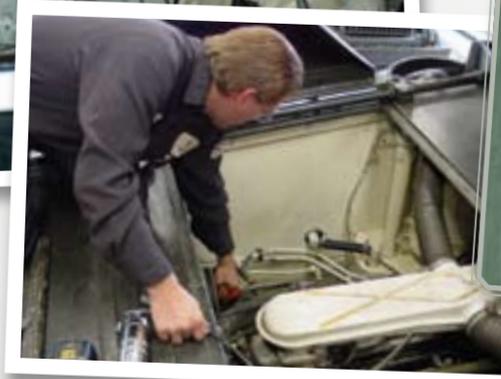
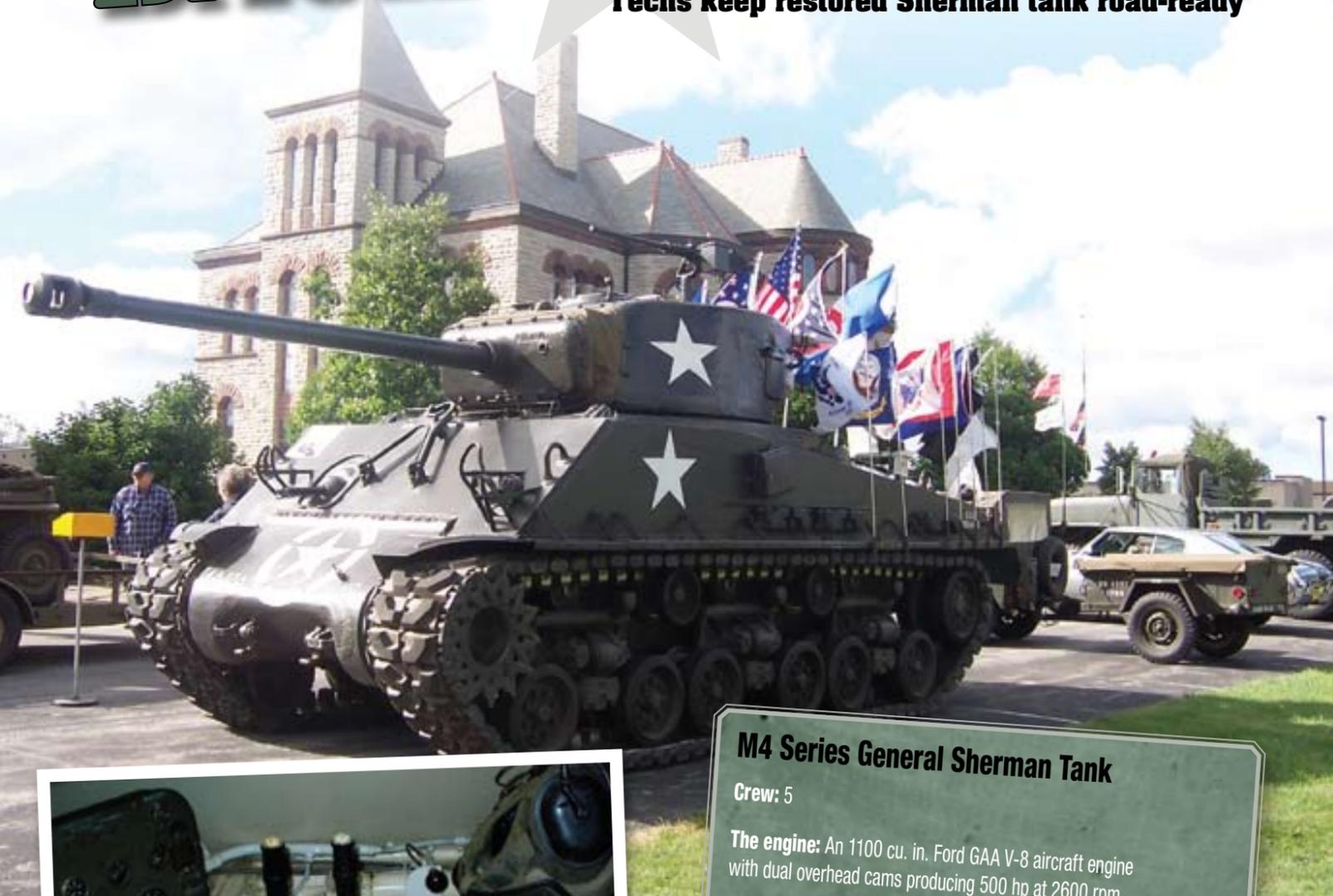


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BACK ON TRACK

Techs keep restored Sherman tank road-ready



M4 Series General Sherman Tank

Crew: 5

The engine: An 1100 cu. in. Ford GAA V-8 aircraft engine with dual overhead cams producing 500 hp at 2600 rpm

Weight: 38.62 tons

Length: 24 ft., 8 in.

Height: 11 ft., 3 in.

Transmission: Five-speed manual

Cruising range: 100 miles

Top speed: 26 mph

Production years: 1942-45

Total produced: 49,234

Share Your Story

Do you have a story idea for Tech?
E-mail us at: TechMagazine@snapon.com

The project: Keeping a World War II Sherman tank operational.

The volunteers: A handful of DJS Performance technicians—Brian Bailey, Tom Park, and Derik Mailhot—keep the 1944 tank rolling. They also stay on top of their “day jobs” maintaining 300 vehicles from the refinery they service.

The owners: The tank is owned by the Allen County Museum in Lima, Ohio. Acquired by the museum in 1957, the tank was displayed outside until 1987, when a crew restored it to mint running condition. It is temporarily stored at the refinery and hits the road for parades and other special events.

The latest: The tank needed a replacement engine two years ago. A mostly complete “backup” was pulled from an indoor display.

The parts: Finding them is a challenge. “We wine, dine and scavenge to get parts,” says Ronald Rowland, who supervises the DJS Performance technicians. Sometimes parts are salvaged from tanks that have become permanent exhibits.

The know-how: The techs now have experience maintaining the tank, but some work still requires “the book”—a maintenance manual acquired through government archives. “It’s about 10 inches thick,” Rowland says.

The surprise: “As far as the ride, it’s pretty decent,” says Bailey. Says Rowland: “It handles great. When you’re driving it, you think you’re really hauling, but it only goes 26 mph.” There is the clunking of the tracks, “but when making turns, at 77,000 pounds—it’s impressive,” Rowland says.

A tight ride: “Everything’s crammed,” says Bailey. “You have to squeeze into it. If you’re more than 150-pounds, you’re going to have a problem moving around.”

Knuckle-buster: The tank’s quarters aren’t the only cramped area. “Getting at anything for maintenance is difficult,” Bailey says. “Even checking the oil, you have to drop a panel.”

Looking back: “During the war, when it was winter, I don’t see how those guys didn’t freeze to death,” says Bailey. “The heat couldn’t have been much better. It must have been unbearable.”

The valor: “What’s impressive is knowing that five men were willing to sacrifice themselves during World War II,” Rowland says. “These tanks resulted in all sorts of casualties. The Germans had a better tank, but our guys were still willing to get inside and take them on.”

The Snap-on tools: “We use basic wrenches and impacts, all half-inch,” Bailey says. “There are lots of sparkplug changes. Snap-on tools really help us get into the tight spaces.”

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MAKE 2009

A YEAR TO REMEMBER

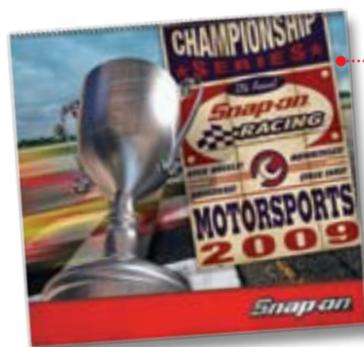
Whatever your after-hours interests, Snap-on and your Snap-on Franchisee can help you make 2009 a year to remember with one of three great wall calendars. The 2009 calendars will be available starting in October.



The all-new **Tech Toys** calendar provides an opportunity for owners of—shall we say “more unusual vehicles”—to take center stage. One unique creation will be featured each month. The inaugural edition features the Snap-on Glo-mad™ custom rod and 11 technician-owned masterpieces including a five-engine tractor puller, a drag boat, a racing biplane, a restored 1937 school bus, a 10-wheeler, a world land speed record car, a dirt modified, a Pro Top Outlaw Vette—even a powered coaster wagon.



The collectible favorite **Snapshots** calendar will continue to showcase technicians' cars, trucks and motorcycles. Each month features several very cool rides ranging from stock to mild and really wild. The eye candy includes 60 customs, classics, street rods, muscle cars, antiques, sports cars, tuners, choppers and more.



Start your 2009 engines! Snap-on affiliated professional race teams will again be featured in the action-packed **Motorsports** calendar. NASCAR, NHRA and IRL are represented with the likes of Richard Childress Racing, Penske Racing, Dale Earnhardt, Inc., Pedregon Racing, Doug Herbert Racing and several more.

HOW ABOUT SUBMITTING YOUR PRIDE-N-JOY?

Whatever mechanical marvel turns your crank, you have a ready-made showcase in the 2010 **Tech Toys** and **Snapshots** calendars. Watch for entry guidelines in the winter issue of **Tech**. Your Snap-on Franchisee will have the official 2010 entry forms starting in October. While the weather is favorable, be sure to capture some photos—digital or conventional—that show off your labor of love.

Thanks to all those who submitted entries for the 2009 **Tech Toys** and **Snapshots** calendars. Entries are not retained for future consideration, however, you can try again by giving the judging panel another look for the 2010 calendars. Don't be shy or modest. Plan now to share your after-hours creation with technicians just like you who appreciate your blood, sweat and tears, not to mention the investment of your time and treasure.



Snap-on tools featured in the Ford roadster trunk.

Old World Inspiration

In Europe, high-end coachbuilders typically equipped their early vintage cars with complete tool sets. To some extent, that concept carried over to many American cars of the 1920s and 1930s. Dave Miller of Miller Speedsports in Reno, Nev., elevated that inspiration to a much higher level in a '32 Ford roadster built for Richard Irvine, also of Reno.



Miller specializes in projects that provide his firm with the design freedom typically found in custom creations priced north of \$200,000. The Snap-on tool set built into the trunk is just one facet of this yellow beauty that sets it apart from most others. “From what I've seen, this is the only car on the show circuit utilizing a built-in tool set,” said Miller. “Once we decided to go that route, the clear choice could only be the premier tool brand, Snap-on.”

The hand-built car is fiberglass behind the firewall and all aluminum up front. A naturally aspirated 351 cu. in. Ford engine delivers 385 hp through an AOD automatic to an independently suspended Dutchman rear end. Cable-operated slide valves unleash the flow-through symphony of sound for the benefit of anyone who appreciates the inspiration of raw power.

Back in the '60s, Miller worked professionally building dragsters and funny cars. Early retirement from a more conventional business career enabled him to launch Miller Speedsports in 1994. Now that he's returned to doing what he really loves, he's able to choose projects that provide unique design and fabrication challenges.

Along the way, Miller made Snap-on his tools of choice. “They're stronger, fit better, are more comfortable and make a strong statement about our standards and focus on quality,” he said. “As I tell my customers, ‘If you don't have pride in your ride, leave it outside.’”

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FAMILY FORDS

Restorations help build father-son bond

Bill Rodriguez started his education as a backyard mechanic the traditional way—at his father's elbow. So when his kids were growing, it was only natural for Bill to have them help out with the family vehicles, including a 1955 Ford F-100 and 1966 Mustang.

But Bill and his son, Stephen, decided to up the ante rebuilding both. "We pretty much did what we needed to keep them running," Stephen said. "It was kind of like, 'Well, they work, now let's make them more like we want them to be.'"

The father-son team spent the better part of four summers stripping down the Mustang, which was originally owned by Bill's father, Alex, and the F-100, which Bill bought in 1971 when he was a senior in high school.

The hours and days spent retooling the vehicles strengthened the father-son bond. "My dad and I are very much the same person," Stephen said. "We get along really well."

Bill said the two worked well together, often starting at 8:30 a.m. and going into the night. "We had a lot of fun together," Bill said.

Stephen said the pair would tease each other during their long sessions together and things only got tense a few times—like the time the paint they'd picked up for the Mustang turned out to be the wrong shade.

"There wasn't much talking after that," Stephen recalled.

They broke the Mustang down into three projects, in part to work around Stephen's busy summer schedules. They started with the engine rebuild, moved on to the interior replacement and finally tackled the bodywork.

The '55 Ford was a different story. Bill had kept the truck in good shape since buying it used in 1971, but it needed a complete rebuild because of its age and the resulting wear and tear.

"It's amazing how much space a vehicle takes up when it's all apart," Bill said with a chuckle. "It's much more compact when it's together."

They did all the work in Bill's garage. They built a paint booth to filter the air as it left the booth to protect the neighbor's yard. Stephen taped out the flames on the truck while Bill sprayed the paint.

Stephen is majoring in mechanical engineering at Rose-Hulman Institute of Technology in Terre Haute, Ind., and wants to design cars when he graduates. The restorations strengthened his desire to pursue a career in automotive technology.

Bill teaches physics and astronomy at a private K-12 school in Nashville.

Except for a few welds, the father-son team did all the work on both vehicles themselves, with the help of Snap-on tools.

"I have been buying and using Snap-on Tools since 1978 and still own the used rollaway I bought in 1978," Bill said. 📸

Fire destroys shop, but doesn't stop Snap-on impact wrench

Brad Noble found out the hard way, the really hard way, just how tough his Snap-on impact wrench is. Or should we say was?

Noble was grinding a bracket for a Honda Odyssey in his Amboy, Ill., auto shop March 14 when he noticed a glow off in a corner.

The fire quickly spread to an interior wall and raced through the old structure's cardboard insulation. Fed by chemicals, solvents and fuels—including racing fuel—the fire quickly engulfed Noble's shop and threatened to spread to his nearby home.

Noble called for help and immediately cut the gas and power to the shop so firefighters could attack. But there was still a noise coming from the shop. Something mechanical was whirring away in the midst of the fire.

"The firefighters came up to me and said, 'Something's running in there. What is it?' They thought it might be a fan. I told them all the power was off and that I didn't have a clue what it was," Noble said. "They even put me in a firefighter's jacket and brought me close to the fire so I could take a better look. But the power was off."

Once the fire was knocked down, a firefighter came out of what was left of the shop holding a charred chunk of something that was making a whirring noise. It was Noble's Snap-on 18-volt impact wrench.

"It looks good now," Noble said of the blackened tool on his kitchen table. "You should have seen how bad it looked coming out of the fire."

News of the tough tool's fire experience spread through the small town like, well, wildfire. The impact wrench was even displayed for a time at Anderson's Service, where locals marveled at how the wrench kept on working.

Even though Noble lost most everything in his shop, he took time to let Snap-on know about the impact wrench. Snap-on responded with a set of new impact wrenches and a photo

and note from the impact wrench's manufacturing team in Murphy, N.C.

"It was like Christmas when this showed up," Noble said of the new tech tools.

Noble is building a bigger and better shop near his home. And Snap-on tools will be right there. "I'm definitely going with Snap-on. Snap-on has treated me right," Noble said. 📸



Brad Noble with the charred remains of the impact wrench

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Cool Stuff

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Don't want to buy a bunch of songs for your iPod because you've already got them on LPs? This turntable solves that problem by directly converting songs to a fifth generation iPod or a second generation iPod Nano connected to its built-in dock. The turntable plays LPs at 33-1/3 and 45 rpm singles.

\$259.50 Hammacher.com



Take your water shots

No, it won't tell you the time, but this Extreme Sports Waterproof Wrist Camera lets you capture extreme-sports moments while surfing, biking, paddling, or skiing. The makers say it will store 3,500 photos or 56 minutes of video with sound and it comes with USB/RCA connector and is PC, Mac and television compatible. It's rated to perform at 100 feet under water.

\$149 Frontgate.com



Swivelwheel eases rolling

Makers of the Swivelwheel system of trailers say their design eliminates the risk of jack-knifing while backing up—and fishtailing while driving. The Swivelwheel system tracks with the tow vehicle whether in the traveling mode or backing up.

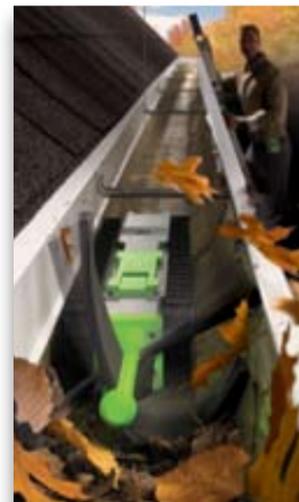
Base Price \$1,350 Swivelwheel.com



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\$99.99 irobot.com



Video visions

The iWear VR920 is a self-contained internet video eyewear display that ties in visual and verbal communications. Its makers say the device lets users of online virtual worlds and video “step inside” the application, look around, hear and communicate like in the “real” world. The iWear VR920 is compatible with most 3D applications and games.

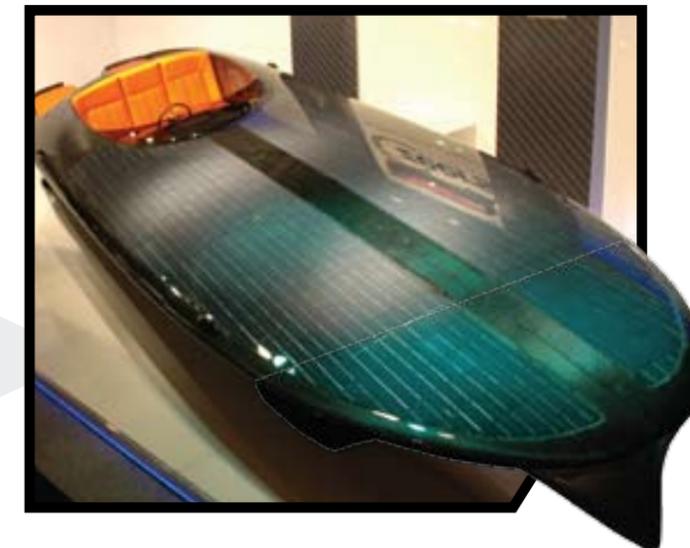
\$399 Vuzix.com



Solar seafaring

Czeers Solarboats of the Netherlands says it's come up with the world's first solar powered speedboat. The Czeers Mk1 manages speeds of up to 30 knots (That's about 35 mph for us landlubbers). The Mk1 seats three in the cockpit and has a large sun deck. The company expects to sell its first boats to the public late this year. You still have time to save; prices have not been set yet.

Czeers.com





VISION QUEST

**Tech sees coupe in his mind,
builds it in his shop**

Keith Kurz had the vision of what he wanted to create—right down to the correct shade of purple for the hood and roof—in his head. He'd worked on many rebuilds, mostly 4x4s. This vehicle was going to be his, a 1937 Ford street rod for cruising on weekends.

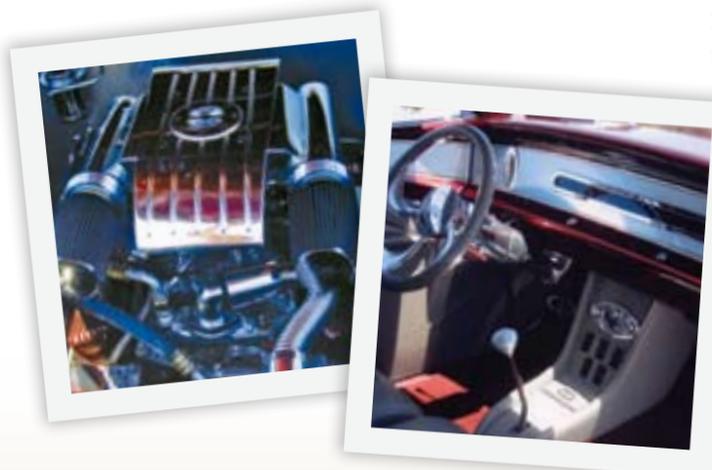
"I can't draw pictures, but I could visualize the finished car," said Kurz, a longtime user and fan of Snap-on tools. "I wanted something unique, something on the wild side."

As Kurz tells it, everything was a bit of an experiment. The Kugel rear suspension he used meant Keith needed special rear wheels made to avoid using spacers. His rear wheels are 10x20 inches and took six months to fabricate. The air cleaner was custom-made, as was the dash that Keith installed after bending—gently—to fit the custom Dakota Digital gauges.

Keith, who owns Keith's Auto Repairs in Oxnard, Calif., spent weeks getting just the right color mix for the paint job. He used four paint guns to practice on pieces of scrap metal before hitting on the right finish, the color he had in his mind.

"When I got the color, I said, 'This is it,'" Keith recalled.

Interior highlights include the ostrich skin headliner and suede seat covers. A Chevy 383 stroker with 425 horses powers the coupe through a Phoenix 700R4 transmission. In all, it took about three years' worth of weekends and \$70,000 to finish the coupe, Keith said. He's proud of the finished product and takes it cruising just about every weekend with his wife, Alicia. 



TELL US ABOUT YOUR RIDE

Share your ride with your fellow *Tech* readers. Just mail a brief description and a photo or send an e-mail with a high-res digital photo to:

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