

# PERFORMANCE REPORT

## INFORMATION & VIEWPOINTS

### Team Members For All The Wrong Reasons! by John McLellan

More now than at any other time in our country's history people are expressing their displeasure at the dishonesty and ineptitude that seem to run rampant among the ranks of our elected politicians. This displeasure is quickly translating into distrust, and an intense movement to remove most of them from office may be forthcoming. Directly or indirectly, they are to blame for the current state of our economy according to most polls. The recent wrangling between both political parties is, unfortunately, all too indicative of the typical atmosphere when each session of Congress convenes. Members of both parties have lost sight of their true objectives. The recent institution of a "Super Congress" made up of "middle of the road" congressmen is supposed to solve the debt ceiling crisis and alleviate some of the stress and distrust, but it's highly doubtful if this will be at all successful



Have no fear America!

They're working hard for... their corporate sponsors!

The following is a fictional representation of what could very well have happened within the confines of a "Super Congressional" office with regard to the economy. While "tongue-in-cheek" it's really not a laughing matter. We will be joining Representative Fred Bupkus, Senator Robert "Rob" Porkman and Senator Mitch McCondo as they wait in the office of Senator John Brainer, the man responsible for calling together the so-called "Super Congress."

Bupkus: "Well, it's good to see you guys! Anyone know why we're here? I was busy working on my pro-coal speech for tomorrow in my hometown."

Porkman: "I was busy too, Freddy. Checks have been coming in right and left from my oil industry friends. That reminds me, I must get started on my anti-foreign oil

speech. My latest oil PAC check pushed me past the \$550,000 mark. I think they like my influence."

Bupkus: "Ya, I know what you mean Robby. I am past the half million mark too. Coal money is good money!"

McCondo: "You guys are small potatoes. I have accepted over 1.1 million to date from the oil and coal interests. In one year alone, I collected nearly \$670,000. In fact, I was chosen for this shindig by my longtime friend, Brainer because of my strong position with both energy interest groups. Besides, Johnny Boy has taken nearly nine hundred

grand from the same folks. He would have gotten more, but that New York Post report that he was cheating on his wife scared the political action folks off for a while."

Porkman: "Mitch, I am quite surprised at your inclusion in the group, especially after you were named as one of the most corrupt politicians ever. Hey, I know you are also heavily under the influence of the tobacco industry, but don't you dare light up that cigarette!"

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McCondo: "But, they give them to me for free. My latest campaign contribution from tobacco interests came with the order, um, er, suggestion, that I have to give a speech next week promoting the benefits of smoking. Maybe smoking will kill me, maybe it won't."

Bupkus: "That's the dumbest thing I ever heard."

McCondo: "Oh yeah. Never forget that the only reason you were elected way back when was because the voters in your district decided, even with your lack of charisma, that any warm, breathing body was better than that geek you ran against. What was his name...?"

Bupkus: "No name calling here, Mitch! Besides, my constituents are just fine with the fact that I am a millionaire representing folks in one of the most economically challenged areas in the entire country. I think my perceived persona helps a great deal."

Porkman: "Shhhhh! Senator Brainer is coming down the hall. I can hear him sniffing from here."

The door burst open and in strides the distinguished Speaker of the House, John Brainer. He is using a tissue to wipe away what appears to be a tear from his cheek. He maybe should be wiping away what appears to be a lipstick smear on his collar.

Brainer: Good day Gentlemen. You all know why you are here. You have been handpicked as my "Super Congress" members. Let me tell you why I chose you guys.

Bupkus: "I know, I know! Because we are such stand up guys? Honest and all that?"

Porkman: "Nah! It's because we can get the job done politically. Am I right?"

McCondo: "Because we are perceived as expert, veteran members of Congress?"

Brainer: "Sorry boys. No one got the correct answer. It's because you are the only members of Congress who

have not had a public scandal in the past 90 days. We are among so much scandal these days, it's hard to sort out some with whom I can work."

Bupkus: "But, but... Mitch here has been listed as the number three cash recipient on the Dirty Energy Money website."

Brainer: "Yes Freddie, that is true. However I am the chairman of this little club, and I am number eight on that same list. I have to give a lot of respect to anyone who can best me at anything. And, Mitch qualifies!"

Porkman: "Gee! I've gotta admire someone who can gather up that much campaign support."

Brainer: "O.K., let's get to work..."

Bupkus: "Uh, John, just what is a debt ceiling? Maybe I'm dumb, but I just don't understand the concept."

Brainer: "Let me put it in terms you might understand, Freddie. Say, for example, that you owe your campaign crew a hundred grand this month. You only have seventy-five grand coming in from political action groups. You'll have to borrow the rest from somewhere. If you have a "ceiling" in place, you can only borrow so much."

Bupkus: "Gee, that makes it clear. I guess I'd have to talk to the coal or oil people to increase my money. Of course, then I'd have to push their issues even harder than I do now..."

Back to reality, thank goodness. It should be clear that a big part of getting re-elected is a matter of selling your influence to the highest bidder. In light of the massive amount of energy dollars that have been pumped into political campaigns, we are all going to have to work a bit harder to keep our businesses viable. We've been surviving so far, and we must be getting better at this because people are still racing and building hot rods. The jury is still out on resolving the debt ceiling issue, however.

## Internal Affairs Department

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### Motor State Distributing Now Has A Mobile Website!

The site is optimized for mobile devices with an intuitive, simplified navigation setup. Now Motor State dealers can access nearly everything available on the full site with their mobile devices, including: Inventory/Pricing/Availability, Sale Flyers, Closeouts, Rebates, Announcements and more. Go to our Motor State home page ([www.motorstate.com](http://www.motorstate.com)) – mobile users are automatically directed to the new website. The mobile site can also be accessed by scanning the QR code or at <http://m.motorstate.com>. At the bottom of each mobile page is a link back to the full Motor State website.



accepts:



# NEW ALLSTAR PERFORMANCE ITEMS



**Dealer Email Sign-Up**  
Want to know about New Products from Allstar sooner?  
Send an email to [info@allstarperformance.com](mailto:info@allstarperformance.com) to sign up today!



## Sprint Car Adjustable Fuel Cell Mounts **ALL55112**

It's a fact of sprint car life that flexible fuel cells constantly change shape, making re-installation a challenge because the holes in the mount always seem to be in a different spot than the threaded inserts on the cell itself. Allstar's new Adjustable Fuel Cell Mounts have elongated, 1-1/4" slots to compensate for shape changes and speed up installation. Mounts replace fixed, weld-on brackets and clamp directly to 1-3/8" cross tube. Mounts can also be rotated to ease fuel cell mounting. Machined aluminum, black anodized mounts weigh .35 lbs. each and are sold in pairs.



## Torque Ball Safety Blanket **ALL55220**

Fire resistant Kevlar safety blanket was designed by Jason Meyers Racing and protects driver's legs and feet if a U-joint fails. Ballistic nylon covered blanket weighs just 1-1/2 lbs. and has adjustable quick release straps, so the blanket can be removed easily for servicing torque ball and u-joint. Mounting brackets, studs, nuts and installation instructions are included.



## RF Brake Shut-Off Valve Decal **ALL48011**

Use this decal to mark the 3- or 4-wheel brake positions on the brake shut-off valve. Decal has a 5/8" hole, so it can be applied after the valve is mounted. Use with the ALL48010 valve as well as other, similar valves.



## LED Bulbs **ALL99147**

LED bulbs offer a brighter lighting and will hold up much longer than standard incandescent bulbs on 16 volt systems. Bulbs fit gauge back light and warning light sockets on all Allstar gauge panels. Package of two.



## SB Chevy 2-Piece Engine Stand **ALL10157**

Two-piece engine stand is made with 1" x 2" steel tubing and will clear most oversized dry sump oil pans. Stand includes six 3/8" x 1" grade 5 bolts and accepts wheel kits with 3/8" studs.



## Heavy Duty Flat Bottom Grooving Blades

Heavy duty, hard tempered spring steel blades are designed for use with the ALL10270 Heated Tire Groover. Blades are twice as thick as standard blades, ideal for removing larger amounts of rubber with less chance of blade damage. Often used by off-road racers. Available in #16, #20, #24 and #32 flat.



ALL10275

## Carbon Fiber Sprint Wing Caps

Rigid carbon fiber cap protects the sprint car wing, preventing rocks and debris from damaging the leading edge. The front cap is 36" long; the top cap is 60" long.

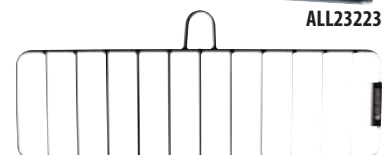


ALL23221

ALL23223

## Sprint Car Rock Screens

Designed to increase driver safety, steel screen mounts to chassis protecting driver from rocks and debris. Black powder coated screen is 7-1/2" tall with 2" wide slots. Screens are available for sprints and mini-sprints. Screens weigh just 1.60 lbs.



ALL30165

## Carbon Fiber Wheel Cover For Weld Wheel **ALL44169**

Wheel cover, fabricated from real carbon fiber, fastens easily with three quick turn fasteners. For use with 15" Weld bead lock wheels.



# NEW VENDOR SPOTLIGHT



Established in New York over 150 years ago in 1853, MOTUL was owned by the Rockefeller Group and operated as a subsidiary of Standard Oil Company. Later managed and run by Swan Finch, the company name was changed to the Swan Finch Company in 1919.

The Swan Finch Company, firmly established in the United States, eventually expanded its lubricant business and started exporting to Europe. In 1932, the Zaugg family, a French distributorship, bought out the Swan Finch Company, but kept the MOTUL brand name. The entire operation moved to France and the brand name MOTUL (Mo-Tool), was relaunched as a French brand.

Since 1932, MOTUL has been focused on improving the reliability and performance of lubricants, MOTUL dramatically altered the lubrication industry by producing several world's firsts. Among these:

- 1953 - the launch of the World's 1st Multigrade Motor Oil.
- 1966 - the launch of the World's 1st Semi-Synthetic Motor Oil.
- 1971 - the launch of the World's 1st 100% Synthetic Motor Oil.

Today, MOTUL continues in its tradition of producing superior quality lubricants, turning its technological innovations into real products for the automotive world. From turbo engine oils to gear oils; brake and transmission fluids, MOTUL has been, and continues to be a favored brand.

An environmentally conscious organization, MOTUL has concentrated its efforts in developing cleaner and more environmentally friendly products. MOTUL has also invested in recycling programs, offering consumers a cleaner and greener way of living. Currently headquartered in Paris, France, MOTUL produces a line of premium performance products that are sold in 65 countries. The MOTUL line includes:

## 300V Racing Oil

Formulated for high performance racing engines, 100% synthetic 300V Racing Oil blends synthetic ester bases and specific anti-friction additives substantially increase oil film resistance, reduce friction and lower oil temperatures. 300V oils are formulated for endurance racing where high engine oil temperatures are common. Use with gasoline or diesel, turbocharged or naturally aspirated engines and with or without catalytic converters.

## 90 PA Limited-Slip Differential Lubricant

Specially formulated for use in all hypoid differentials, with or without limited-slip, 90 PA decreases friction and wear, and resists extreme pressure, wear, corrosion and foaming. Meets API GL4 and GL5 standards.

## Gear 300 75W90 Lubricant

Gear 300 is a semi-synthetic, ester-based gearbox and rear axle lubricant formulated specifically for high performance and racing cars. Lubricant delivers an unshearable oil film, even under extreme conditions, and resists extreme pressure, wear, corrosion and foaming. Meets API GL4 and GL5 standards. Not for use in limited-slip differentials.

## Gear Comp 75W140 Lubricant

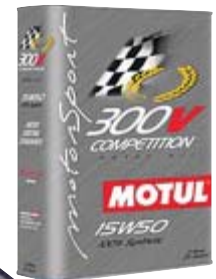
A 100% synthetic lubricant, specially formulated for racing gearboxes and limited-slip differentials, Gear Comp 75W140 delivers excellent stability at high temperatures. Meets API GL5 standards.

## Multi ATF Transmission Fluid

Synthetic fluid is formulated with anti-wear, anti-corrosion and anti-foaming properties for use in automatic transmissions. It reduces friction for longer gear life and may also be used in power steering and other hydraulic systems. Meets GM Dexron II/III and Ford Mercon/Mercon V specifications.

## RBF 600 Racing Brake Fluid

A DOT 4, 100% synthetic, non-silicone racing brake fluid that can endure the high temperatures in racing brake and clutch systems. RBF 600 has a dry boiling point of 593° F., superior to DOT 5 silicone based fluids. Viscosity is lower than DOT 3 and DOT 4 fluids for easier circulation in micro-valves and anti-lock systems.



## NEW VENDOR SPOTLIGHT



### RBF 660 Racing Brake Fluid

RBF 660 resists the extreme temperatures in carbon and ceramic race car brake systems, minimizing reliance upon air for brake cooling. 100% synthetic, non-silicone DOT 4 fluid has a 617° F. dry

boiling point. Greatly exceeds DOT 3, DOT 4 and DOT 5.1 standards. May also be used with conventional steel rotors and clutch systems.

### 6100 Synergie Engine Oils

High performance synthetic blend lubricant is formulated for gasoline and diesel engines in modern, high performance applications with fuel injection and catalytic converters. 6100 Synergie incorporates the highest film strength and extreme pressure package currently available, and the synthetic stock can handle extreme running temperatures with less volatility and reduced consumption.

### 8100 ECO-nergy Oils

A 100% synthetic, ester based oil that delivers maximum fuel economy to modern turbo diesel direct injection and gasoline engines. Compatible with leaded or unleaded gasoline, diesel fuels and LPG. Sold in one or five liter bottles, or in cases.

### MoCool

Performance cooling system additive for cars, bikes and ATV's, improves heat transfer and reduces system temperatures up to 30° F. Formula includes rust and corrosion inhibitors and is seal, rubber and plastic part friendly.

MoCool is a concentrated formula that must be mixed with distilled water at 5% (20:1) and is compatible with all types of anti-freezes.



## NEW PRODUCT SHOWCASE



### Cast/Steel Jack HLJ604

The lifting capacity of the new Hi-Lift Jack opens up even more uses. Identical in function and design to the all-cast jack, but with high strength, stamped steel top clamp, handle socket, Pitman and foot piece. The new jack has a durable, black powder coated finish with gold zinc-coated hardware and offers durable, reliable lifting power with a 60" height (152cm) and 7,000 lb. (3-1/2 ton) capacity. All parts are stamped and formed in-house for maximum quality control. There's even a cover available separately to keep excess dust and dirt out of the jack mechanism.



### Adjustable Tube Mounts

Mount the Hi-Lift Jack to tube bumpers, bull bars, roll cages or roof racks. Adjustable mount is made of rigid, lightweight 6061-T6 billet aluminum with corrosion resistant, stainless steel hardware. No drilling required. Offered for 1"-2" (HLJTM-700) and 2"-3" (HLJTM-750) tube diameters.



### SB Ford 302 & 351W Twin-Sump Oil Pans For Fox Body Mustangs

Engineered for Fox body Mustangs, twin-sump oil pans offer greater sump capacity and a deep, protected oil pick-up area. Large capacity ensures a consistent supply of oil and reduces oil temperatures. The protected oil pick-up area prevents foaming and oil being blown out by turbulence from the rotating assembly. Fabricated steel pans have 6.5" deep front sumps, 9" deep rear sumps and hold seven-quarts. Pans have built-in crank scrapers, windage screens, two magnetic drain bungs, and 1/4"NPT bungs for dipstick provisions. Two versions are available: one for 289-347 cubic inch engines with up to 3.550" strokes, another for 351-410 cubic inch engines with up to 4.250" strokes.



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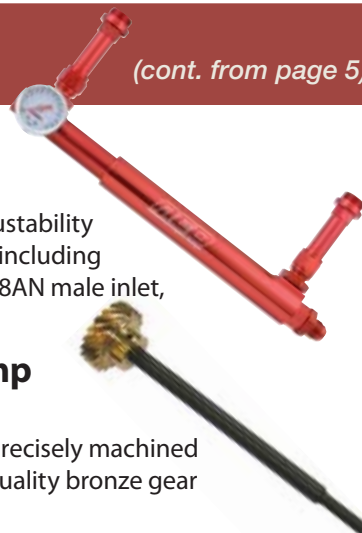


(Continued on page 6)



## Billet Adjustable Fuel Log With Gauge **AED6256**

Fuel log keeps an adequate supply of pressurized fuel close to the carburetor. Adjustability allows a single part number to fit Holley-style carburetors with 7/8"-20 inlet threads, including 4150, 4160 and Dominator. Billet aluminum and bright red anodized fuel log has an -8AN male inlet, 3/8"NPT fuel return port and a 0-15 PSI fuel pressure gauge.



## SB Chrysler 340-360 Bronze Oil Pump Drive Gear And Shaft **MIL21535**

A must for small block Chryslers with roller cams, precisely machined and heat treated 4130 chrome moly shaft has a CNC-machined hex end and a high quality bronze gear that resists wear.



## Flo-Tek Joins The Motor State Product Line

Flo-Tek manufactures affordable aluminum cylinder heads for small block Ford and Chevrolet V8's. Both models are sold individually.

Flo-Tek's SB Chevy Aluminum Racing Cylinder Head offers high flowing, 180cc intake runners, 62cc exhaust runners, 64cc combustion chambers, bronze valve guides and a five-angle valve job. Assembled version includes swirl polished 2.020" intake and 1.600" exhaust valves, high performance (.550" lift/hyd. flat) valve springs, hardened locks and retainers, PC seals, 3/8" studs and guide plates. Choose straight or angle plug design, assembled or bare.



The Flo-Tek SB Ford Aluminum Racing Cylinder Head has 180cc intake runners, 62cc exhaust runners, 58cc combustion chambers, bronze valve guides and five-angle valve job. Assembled version adds swirl polished 1.940" intake and 1.540" exhaust valves, high performance (.550" lift/hyd. roller) valve springs, hardened locks and retainers, PC seals, 3/8" studs and guide plates. Available to accept pedestal or stud mount rocker arms.



## Ultra Connecting Rods

Standard Ultra and Lightweight Ultra Connecting Rods are forged from extremely clean, Timken steel. Strengthening gussets around the cap screws offer increased durability and 100% thread engagement eliminates exposed threads between the bolt thread and the shank. All rods are fitted with 260,000 PSI Ultra Bolts with rolled threads for improved engagement and consistent clamping loads. Sold in sets of eight and available in several lengths. The Lightweight Ultra rods weigh only 613 grams.



One of the premier manufacturers of performance clutches, Ram has introduced three new clutch kits specifically engineered for high performance, street only use in 2011-up Ford Mustangs with the 5.0L engine. All kits offer increased clamping force and smooth engagement without adding significantly to the feel of the pedal.

## HDX Clutch Kit 5.0L **RAM88955HDX**

The HDX kit has been engineered as a performance upgrade for daily-driven street performance cars. Kit uses the 200 series premium organic faced clutch disc and a specialized pressure plate with increased clamping.



## Force 9.5 Street Dual Disc Clutch Kit **RAM75-2230**

The Force 9.5 kit is ideal for high horsepower, street-only performance cars. The 300 Series clutch is conservatively rated at 800 ft./lbs., but engages smoothly. A strap driven floater plate provides quiet operation.

## Force 10.5 Street Dual Disc Clutch Kit **RAM80-2230**

This kit is conservatively rated at 900 ft./lbs. of holding capacity and is the clutch kit of choice for high horsepower, street-only performance cars. The 300 series clutch provides smooth engagement, while the special strap driven floater plate enables completely quiet operation.





## Reports On The Death Of Hot Rodding May Be Greatly Exaggerated!

While messing around at a friend's shop recently, I fielded an interesting question. A young customer of his asked how long my pal and I had been friends. Not wanting to blurt an answer right out, I put it this way, for the purpose of adding a bit of dramatic effect: "When we started kindergarten together, Dwight D. Eisenhower was just nine months into his first term as U.S. President." While the youngster was doing the arithmetic in his head, my pal looked up from the oil pan he was cinching down and asked, "I've been putting up with your B.S. for that long?"

"Wow," said the young customer, arriving at an answer, and also impressing me with his knowledge of history. "You guys have known each other since 1953? Heck! My old man wasn't even born yet. He came along in 1956! And, you guys still fool around with cars at your age."

At our age, indeed! "Doesn't your old man still fool around with cars?" I asked.

"Nah. He just sleeps on the couch and watches football, mostly. He used to have a really neat '69 Impala 427, though. I guess he just lost interest in hot rods and such."

It was too bad that this young guy's dad was no longer among the ranks of the hot rodders. I found it ironic that here was a youngster, neck deep in hot rodding, and it was the old timer who was no longer interested. It "one-eightied" the premises of those "doomsday" articles in all the rod magazines a while back that went on and on about how grim the future of hot rodding was, and just why this was so. Each article carefully outlined that the main reason for the "death of hot rodding" was that the active rodders were all getting old, eventually were going to croak, and no youngsters were coming along to carry on. It almost seemed that the writers of these articles were not going to be happy until every speed equipment retailer from Alaska to Kalkaska was running scared.

As a card carrying "geezer" I am here to tell you that this is baloney! Since when does an entire industry turn away from one of their primary sources of income just because those spending the money are getting older? Sure, go ahead and cultivate new, younger customers, but don't tamper with the sure thing already going with the older crowd. I've had some "geezer" experiences of late that pretty much illustrate - and support - my feelings. Old is NOT out!

A year ago I had the opportunity to join a dedicated team made up of geezers and one younger gent intent

upon taking a stock bodied Pontiac Firebird to over 200 miles an hour at the Maxton Mile in North Carolina, and then repeating the feat at Loring, Maine. Other than the principal driver, who is 37, the youngest guy on the team is the car owner and he is 60! Two of the crew members, one of whom is yours truly, are 63+, another is 60 and the engine builder is a spry 72! Are we over the hill? In some eyes, yes! Are we washed up? Heck no! Did the car go 200? Darn tootin', it did!

Many other land speeders, including some of the fastest motorcyclists, were comfortably past retirement age. In fact, one of those daring two wheel pilots, age 65, went over 200 miles per hour on a bike with a sidecar! Another, age 74, went 198 and, when asked by a reporter why a 74

year old would want to go that fast, his reply was simply that he didn't do it when he was 73! A 75+ year old great-grandfather notched a 214 mile an hour pass in a modified Ford GT-40.

There were many other "oldsters" in the mix at these events, but they certainly did not make up the entire field. The aforementioned great-grandfather turned the GT-40 over to his grandson who proceeded

to run over 200 miles per hour as well. A fair number of the most serious competitors, running everything from roadsters to motorcycles, were younger than 35.

Geezers mix it up strenuously with the youngsters in other racing venues, too. NASCAR has pretty much pruned out anyone over 45, but occasional "Cup" competitors Ken Schrader and Bill Elliott are both past their mid-fifties. Funny car racer, John Force is 61, fellow funny car pilot, Gary Densham, is 64, and Chris Karamesines is still going rounds competitively in a four second, 300+ mph fuel dragster at age 82! Chris just landed a mid-season Lucas Oil sponsorship deal! (Do ya think Lucas is worried about signing on a geezer?)

The key to success in this business does not have to be tied to the catering to any one age group. It should, instead, be based on being versatile enough to meet the needs of any age group. The absolute worst thing we can do is to stereotype current or potential customers based upon their age. A case in point: You are walking to your bank and you see a bald-headed geezer on a Honda Spree pull up to the curb. Just an old curmudgeon here to deposit his pension check? Well, yes he might just be, but if you are in a small town in Virginia, he might also be that aforementioned 65 year old motorcycle land speeder with the sidecar on his Suzuki Hayabusa!



HANG ON EDNA...WE'RE GOING FOR THE RECORD!!!

## Motor State Takes To The Road

Coming off our first ever display booth at the SEMA Show in Las Vegas, the Motor State crew will display at the following industry events. Make plans now to attend one of these shows and see what's hot at Motor State!

### **Performance Racing Industry** PRI Trade Show, December 1 - 3, 2011

The Performance Racing Industry Trade Show will again be held at the Orange County Convention Center in Orlando, Florida. We look forward to meeting you at the Motor State/Allstar Performance booth, **Number 4301**.



### IMIS Trade Show, December 8 - 10, 2011

The third annual International Motorsports Industry Show (IMIS) will again take place at the Indianapolis Convention Center in downtown Indianapolis, Indiana. Over 1,000 booths will showcase racing suppliers and their latest products. Stop by the Motor State Distributing booth **Number: 1701**.



### AETC Conference, November 28- 30, 2011

You won't want to miss this conference! The 22nd Annual Advance Engine Technology Conference (AETC) will be held at the Orlando, Florida Orange County Convention Center, South Building. Make plans to attend this informative conference. Motor State Distributing is a proud sponsor of this conference.

## Price Guide Pro Workshops At PRI And IMIS

Please plan to attend a Price Guide Pro Workshop at PRI or IMIS. It is a chance to ask the experts and learn more about this great software.

**PRI - Friday Dec. 2nd, 11:00 AM to 1:00 PM - Room Number: 5320A**

**IMIS - Friday Dec. 9th, 11:00 AM to 1:00 PM - Room Number: 132** (Indiana Convention Center)



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