



Spectre Industries, Inc. 1720 So. Carlos Ave, Ontario, CA 91761 . 909-673-9800
www.spectreperformance.com
www.poweradder.com

April 2006
Volume 1 Issue 1

Bowling and Grippo Team with Spectre

By Steve Grodt

INSIDE THIS ISSUE

- 1 Bowling and Grippo Team with Spectre
 - 1 Land Speed Record Run
 - 2 Dave Ramirez Appointed to Sales
 - 4 PowerAdder Modular Air Intakes
 - 5 MagnaKool Gets a 90
-

It seems a logical move that our engineering team has reached out to **Bruce Bowling** and **Al Grippo** for some collaborative genius geekstorming. After all, we've committed to the performance market and have put some heat under their ergonomically innovative webbed chairs.

Bruce Bowling and **Al Grippo** have over 45 combined years of experience in system design, hardware and embedded software. Their backgrounds include research and development in the fields of military systems, particle beam accelerators for atomic and nuclear physics research and technical support for semiconductor manufacturing, as well as technical design support for the automotive industry. Over the last few years they have put this wealth of knowledge to use for the benefit of car enthusiasts worldwide by creating an on-line, open source community dedicated to the development and improvement of modern engine management systems. This community, centered on their **MegaSquirt** and **Megasquirt II** engine

Please see *Bowling and Grippo* on page 2

“After all, we've committed to the performance market...”

Land Speed Record Run

By Amir Rosenbaum

Land Speed racing goes way back to 1932 on the dry lake beds of Muroc and Rosamond, California. After WWII, the army claimed Muroc and Rosamond leaving El Mirage as a dry lake bed. A search for a more expansive area to compete led the racers to Bonneville, Utah, and the Great Salt Lake. The year was 1948. Since then, this has become the greatest non-commercial racing spectacle on earth. There are no sponsors, no big prize money, and no huge trophies. This is a place where only true racers come to try and get the best prize of all; bragging rights! The name of the game here is Horse Power.

The car is a 1992 Ferrari F40 that is no stranger to competition. It holds the Virginia City Hill Climb overall all time record set in 2002, beating such formidable competition as Ruf CTR2 widebodies and supercharged Dodge Vipers.

Spectre's interest at Bonneville, (besides having a blast) is to prove the



F40 before modifications.

Please see *Land Speed* on page 3



“...exceptional customer service is one of the most important qualities I can offer.”

Dave Ramirez

WE'RE HIRING

The following positions are now available at Spectre Industries. If you are interested in applying, please email resume to: HR@SpectrePerformance.com

Inside Sales/Customer Service

National Sales Manager

Warehouse Order Puller

Automotive Design Engineer

Buyer/Planner

Automotive Technician

Technical Support Rep

Spectre Industries
1720 S. Carlos Avenue
Ontario, CA 91761

Dave Ramirez Appointed to Sales

By Steve Grodt

Dave's career began 27 years ago in the wholesale sporting goods industry. Although he held many positions in wholesale distribution, it was clear Dave's training influenced his belief that customer service is the responsibility of every member of any team.

“I believe that any company's biggest asset is its employees and that their satisfaction can and will translate into unmatched customer service. Since the majority of my experience is directly related to servicing independent retailers and exceptional customer service is one of the most important qualities I can offer, I am fortunate to have landed at Spectre where this value is embraced by the entire organization.”

At Spectre we are a group of enthusiasts that work hard to support other enthusiasts through independent retailers. Although we use many methods of distribution, our focus is always on the end user of our products. If we maintain this focus and settle for nothing less than the best customer service that we can offer, we are bound to be here for quite some time.

The management team at Spectre has committed to making 2006 the most exciting year yet. “For my part I will make sure that we offer our customers the most innovative new products as well as our core products that are made of the highest quality materials that guarantee customer satisfaction. As I introduce myself to the automotive aftermarket industry, I look forward to introducing Spectre as a true performance company.” Welcome Dave.

□□□

Bowling and Grippo from page 1

control units, is one of the fastest growing in its field, with hundreds of new subscribers each month. By adopting a do-it-yourself approach and with experienced users helping novices, **Megasquirt** has made fuel injection for the masses a reality in terms of both price and simplifying the learning curve. As a note, a recent issue of Hot Rod magazine's fastest street car in the nation has an entrant that won his category in a turbo charged 4 wheel drive pickup using the **MegaSquirt** system.

This collaboration lead by our R&D Manager, Dave Johnston, is pioneering performance and we couldn't be more excited with the results we've seen. Now when you call us, we may have to shout over one of our Camaros screaming on our dyno at 6,000 RPM. Look for innovative new product releases throughout the year. □□□

**What do you want to see in the next issue?
This is our first issue of the Powersheet and we'd like to
hear from you. Email any topics or ideas to
steveg@spectreperformance.com.**

Land Speed from page 1

performance and durability of the Spectre PowerAdder Air Filters, showing that not only are they the absolute best dirt filters in the world, as proven by an independent SAE test laboratory, but, they can flow as much unrestricted air as needed by a stressed out 2.9 liter twin turbo V8 going 240 MPH.

We enlisted the help of one of the most well respected and experienced shops in Land Speed Racing; So-Cal Speed Shop. The first order of business is to comply with the safety regulations. Without going into a mini novel, this breaks down to; Roll Cage, Fire Suppression, Wheels/Tires/Brakes, Parachutes and add ons.

The F40 is all Carbon-Kevlar™. Partial steel floor sandwich sections were created to have something to weld the elaborate roll cage structure to. The other major safety concern is fire. So a solid aluminum fire wall must be in place between the fuel cells/engine compartment, and the driver compartment. In addition, there are two 25 LB. extinguisher bottles with 4 nozzles in the engine compartment and 2 facing the driver. The required tires look like skinny, cheap motorcycle tires. By being skinny, they help prevent "float" at high speed. Skinny bike tires mean special 15" diameter wheels, which in turn mean that the current brakes on the car, which happen to be 15" in diameter, won't work along with the hubs and splines and everything else. So little tiny brakes are used, but even they are worthless because of the skinny traction-less tires. So, how do you stop? This is where the two parachutes are used. In addition, the windshield gets tabbed all around so it doesn't pop out from the pressure built inside the car, splitters are run along the roof to help the car go straight, and oh, I almost forgot, about 2,000 lbs. in lead weights are bolted and strapped to the car, so in running trim it weighs well over 5,000 lbs. Why? To keep it on the ground. Because we are in the stock production body class, we can't use any aero aids, nor would we want to as the drag would slow the car down. However, at 200+ MPH, one little bump (and there are a lot of little and not so little bumps, some of which could truly be called "speed bumps") can send the car "bicycling" (end over end) or "pencilling" (rolling on the side several hundred times). Neither is healthy for the driver, not to mention the scratches on the paint. This is where that elaborate cage shows its worth.

One more bit of interesting information; in order to achieve the velocity goal, special drop gears are used in the final drive, which means that 1st gear *starts* at about 90 - 100 MPH. This necessitates the use of a "pusher" vehicle which gets you to that speed in the first 1/4 mile. To that end, we are building a blown big block double dually truck with 8 (eight!) driven rear wheels, and a beefy front bumper. Cha Ching!

The meet runs August 12-18, 2006. Come watch us set a new record.

□□□



“Spectre’s interest at Bonneville, (besides having a blast) is to prove the performance and durability of the Spectre PowerAdder Air Filters.”

MagnaKool Gets a 90

By Pilun Chen

Anyone who has considered upgrading the coolant hoses in their vehicle knows about the flexible corrugated metal tubing that can be custom bent to fit numerous applications. As universal as the product is, what if you need a sharp bend immediately after the radiator to clear your aftermarket fans or after the water outlet to get around your accessories? Spectre Industries recognizes the need for a tightly bent end piece to make the flexible tubing system completely user-friendly and a true DIY custom install.

We are proud to introduce our 90 Degree **MagnaKool™** Hose End to our customers. The engineering team has evaluated several key design obstacles, and has used the challenge to build several innovative features into this new product. A nice feature in the regular straight ends is that you



can rotate the end covers to hide the hose clamps – not the case with a 90 degree piece. Each “leg” of the 90 degree cover must be able to rotate independently of each other. Our innovative three piece design incorporates permanent snap lock technology that will allow rotation, but won’t pull apart even under the toughest normal driving conditions.



Many competitors selling flexible corrugated tubing use a 1-3/4” outer diameter on the tubing. Why? So they can use sections of radiator hose to mate the tubing with water pump outlets – cheap and easy. The problem with using such a large tube width is the resulting larger bend radius – it’s too stiff! We use a specifically designed 1-19/32” wide tube to allow better flexibility with a more than adequate flow rate through the tubing. This custom size means the engineers at Spectre had to design a custom rubber sleeve to fit this tubing on one end and various applications on the other end. Our special manufacturing process allows us to make rubber sleeves with custom diameters on each end to provide a close-tolerance, proper fit for maximum quality and user-friendliness – characteristic of all products that carry our name.

This new product and its innovative design aspects are part of a continuous process to improve the usability, quality, fit, features and form of our full product line and all future products. Our commitment to engineering better products is crucial to staying one step ahead of the competition, and the result is better profitability for everyone. ■■■



Spectre Industries, Inc.

1720 S. Carlos Avenue
Ontario, CA 91761

Phone: 909-673-9800

Fax: 909-923-5757

E-mail: sales@spectreperformance.com

Website: www.spectreperformance.com

Website: www.poweradder.com