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NEWS RELEASE

Contact: Don Weber (714) 282-0577

March 2, 2010

Engine Pro's new Nitro Black performance rings bring advanced features to cost conscious racers

Engine Pro has announced the latest addition to its line of black nitrided high performance engine parts— Nitro Black race rings. Engine Pro president Don Weber says that Nitro Black performance rings were developed to offer advanced features usually found in very expensive performance race rings but at affordable prices.

Weber says the two top rings and the oil rails are made of black, gas nitride hardened stainless steel which creates a super smooth surface for maximum sealing. The faces of the top ring and oil rails are ceramic PVD coated and have very low coefficients of friction and also provide superior scuff and heat resistance and excellent seating. The second ring is a Napier design for optimum durability and oil scraping ability under the most severe performance conditions.

Weber says the Nitro Black rings are especially well suited for turbocharged, supercharged and nitrous engines. He says traditional cast rings can lose tension and ability to seal under extreme heat. This can result in a loss of power but can also allow a very small amount of oil to be burned in the combustion process. The resulting detonation can cause total engine failure in boosted engines. The black nitriding and ceramic PVD are completely compatible with all fuels, injections and Nikasil coated cylinder bores.

Engine Pro's Nitro Black performance rings are now available to engine builders and jobbers through its nationwide network of distributors. Additional information on the product can be found at www.goenginepro.com or by calling 800-ENGINE-1 (800-364-4631).



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NEWS RELEASE

Contact: Don Weber (714) 282-0577

February 5, 2010

Engine Parts Group, Inc. names new president

Engine Parts Group, Inc. has named Don Weber as its president. Weber was a founding member of the group in 1989 and has a long relationship with EPGI having been a shareholder, board member and board chairman. Most recently, Weber served as the group's product development manager. Bob Mitchell has been promoted to that position.

Headquartered in Wheat Ridge, Colorado, EPGI is made up of independent specialty engine parts distributors. The group operates 29 distribution centers nationally serving more than 25,000 machine shops, engine rebuilders and jobber customers throughout the United States.

EPGI also produces performance engine parts and components under the Engine Pro brand.



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NEWS RELEASE

Contact: Don Weber (714) 282-0577

December 17, 2009

Engine Pro's new Nitro Black valve makes nitrided valves available for domestic racing engines

Engine Pro has launched its new series of high performance engine valves called Nitro Black. Engine Pro's product manager, Don Weber, says the valve was developed to fill a big void in the market. "Up until now, this type of valve was only available for 4- and 5-valve racing engine applications. Our Nitro Black product now makes these high tech valves available for two-valve domestic racing engines." Weber says that the Nitro Black valves look great in the box, but the real appeal is their superior performance characteristics not found in traditional chrome plated valves.

Weber points out that Engine Pro Nitro Black valves are manufactured using a five step proprietary liquid nitriding process that treats the entire valve, enhancing the strength of the complete piece, not just the wear characteristics of the stem. Nitriding is not a coating and doesn't change the dimensions of the valve but actually penetrates the valve enhancing its strength. Weber says, "We conducted rotating-bending fatigue tests which showed that our deep nitriding process provides much better ductility under the hard nitrided layer. That makes the valve less likely to break even if it comes into contact with the piston under extreme conditions." Weber says the valve's harder, smoother surface also reduces crack initiation.

According to Weber, Nitro Black valves hold their performance characteristics longer in engines using exotic, oxygenated and race fuels including alcohols because the nitriding process makes them better able to resist corrosion and deposits.

For those who are concerned about the impact of automobile racing on the environment, Weber points out that Engine Pro's nitriding process is much cleaner than chroming and produces zero effluent at the plant.

Engine Pro's Nitro Black engine valves are now available to engine builders and jobbers through its nationwide network of distributors. Additional information on the product can be found at www.nitroblack.com, www.goenginepro.com or by calling 800-ENGINE-1 (800-364-4631).



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Professional engine rebuilding may offer a simpler, lower cost way to cut greenhouse gas emissions

Contact:

Thomas Hobson
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May 7, 2009

Several plans are currently being debated in the public forum in an attempt to find a way to reduce greenhouse gas emissions. Most of these concepts have been debated for years—setting higher mileage standards, implementing advanced technologies, and passing “cash for clunkers” legislation. The head of one of the country’s largest engine parts distribution groups says one simple, quicker and less costly idea is starting to gain more attention—professionally rebuilding worn-out and inefficient engines of the millions of older cars and trucks now on the road.

The president of Engine Parts Group, Inc., Thomas Hobson, says that the 25,000 independent shops that make up the U.S. engine rebuilding industry have been restoring auto power plants to original specs for decades and are now beginning to be recognized for their “green” contributions. “We hear a lot of talk about various ideas to reduce emissions, but policy makers and the public are starting to realize that the rebuilding of older engines may represent one of the fastest, cheapest and least wasteful ways to reduce automobile emissions.”

Hobson agrees that there is little argument that increasing new vehicle mileage (CAFE) standards would reduce fuel use—eventually. He points out that those standards have barely budged since the 1980’s and there have been very few fuel saving technologies introduced in new vehicles over the last decade. Hobson says, “With more than 250-million vehicles on the road and people holding onto their cars longer, it would take years to have a real impact on the environment. By professionally rebuilding older engines, making them tighter and more efficient, we’d be able to make the vast fleet of older vehicles consume less fuel and emit less pollution very quickly.”

Hobson also suggests taking a closer look at the “cash for clunkers” programs that have been getting state and national consideration. “I think it’s a good idea to address the problem of having so many polluting and inefficient vehicles on the road, but replacing them with new cars may not be the answer,” says Hobson. “I’ve seen reports that fully one-third of the total environmental damage caused by automobiles occurs before they are sold and driven. Car manufacturing consumes huge amounts of energy and raw materials, and generates a lot of waste. Hobson says that rebuilding the engines of vehicles to keep them on the road longer is an environmentally friendlier option compared to replacing them with new vehicles. A 2006 National Highway Transportation Safety Association report shows that it would take 16 years for 90% of the vehicles currently on the road to be replaced. Restoring older engines to peak efficiency would reduce emissions faster, cheaper and with almost no waste since only worn parts of an engine are replaced.

The U.S. Department of Energy’s fuel efficiency website shows that the simple act of keeping an engine properly tuned can save up to 165 gallons of gas per year. Checking spark plugs, oxygen sensors, air filters, hoses and belts are a few examples of maintenance that can result in potential savings of more than \$400. Hobson says a complete professional engine rebuild would save that, and much more by restoring engine efficiency to original specs.

Headquartered in Wheat Ridge, Colorado, Engine Parts Group, Inc. is made up of independent specialty engine parts distributors. Engine Pro operates more than 30 distribution centers nationally serving in excess of 25,000 machine shops, engine rebuilders and jobber customers throughout the United States.