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TECHCO PUTS THE *SUPER* IN SUPERCHARGING **Innovative Engineering Company is an Aftermarket Success Story**

Anaheim, CA, May 21, 2009 – Techco has hit the highways and byways of the automotive aftermarket not just firing on all cylinders but with all cylinders supercharged!

In eight short but action packed months Techco's vision—"supply to our customers ultra-high performance automotive parts and accessories and offer complete engineering, manufacturing, and full vehicle assembly services"—has grown from a dream to reality.

The Techco team is comprised of the core group that designed, developed, tested and certified the Saleen S7, Saleen S281 Mustangs, Saleen/Parnelli Jones Limited Edition Mustang, and Saleen S331 Sport Trucks.

Small in number but huge in talent, experience and *motorvation* Techco is led by Chief Engineer Billy Tally and John Spruill, VP of Engineering. At Saleen, Tally took the lead on overall car engineering while Spruill led the powertrain emissions and certification programs.

They are ably aided and abetted by 10 design engineers, including a few other Saleen alumni—Senior Design Engineers Bill Kreig and Andrew Veneziano, and Electrical Engineer Milton Sharp. Randy McGee and Carlos Duran, also ex-Saleen, are Fabrication Manager and Sales Manager, respectively. Total Techco head count consists of 25 engineering, fabrication and manufacturing employees.

Among the models developed at Saleen during Tally's and Spruill's watch were the twin-turbo S7 and a variety of supercharged Mustangs, including the Extreme, which featured a twin screw supercharger so innovative that Saleen had several patents on the design. With this extensive background in engine *boosting* as a background, it was as natural as a 30-point performance from Koby Bryant for the Techco team's initial foray into the world of the automotive aftermarket to start with supercharging.

They started with a kit for all 5.7- and 6.1-liter V8s in the Dodge Challenger/Charger/Magnum and Chrysler 300C that hit the market last December. This has been followed in staccato-like fashion by a fitment for the 3-valve 4.6-liter Mustang in February '09, another for C5/C6 Corvettes with LS2, LS3 or LS7 V8s in May and a kit for the all-new V8 Camaro will be along in June.

How is it possible for so few to accomplish so much in so little time?

Along with the aforementioned *talent*, Techco has heavily invested in engineering and manufacturing equipment to provide unmatched in-house capabilities to develop and produce truly innovative and high quality products for the aftermarket. The expansive 150,000 sq ft facility combines state-of-the-art engineering and manufacturing capabilities and resources with skilled hands-on assembly and testing. In-house resources include engine and chassis dynamometers, CNC (computer numerical control) machine shop; CMM lab, fabrication shop, SLS (selective laser sintering) prototyping, CAD/CAE (computer aided design/computer aided engineering) workstations, R&D (research & development) lab, component subassembly shop, vehicle workshop and a customer install shop.

These extensive in-house resources ensure Tech's technical excellence and market competitiveness. "By housing all our engineering and manufacturing equipment in one place, we are able to maintain low costs and reduced lead times, resulting in fast-time-to-market and the highest quality products that deliver exceptional value to our customers," stated John Spruill, VP of Engineering. "We control all the variables. That's how we've been able to introduce a new supercharger kit every three months, on average, compared to the 18 months required for most other companies," Spruill continued.

"We are changing the benchmark for supercharging engineering," Chief Engineer Bill Tally added. "Techco is a true engineering company. One hundred percent CAD design. We've got design, engineering and prototyping capabilities that are the envy of a lot of OEMs," Tally continued.

The world of powertrain engineering is changing rapidly and will continue to experience dramatic changes for the foreseeable future. But even with increasingly tougher fuel economy and emission standards and higher fuel prices, performance and the performance enthusiast are not going away. And Techco believes its core competencies and rapid response times position it perfectly as *The Performance Engineering Company of Tomorrow . . . Today*.

Techco is the name. Motorvation is our game.

Currently, Techco is focusing most of its attention on its supercharger technology and applications. But the company is also developing a variety of engine and suspension kits and will be offering dyno-tuning services at its Anaheim facility.

Stay tuned!

Biographies on Billy Tally and John Spruill are attached.

Photos are available at the following links:

<http://www.dpmmedia.com/techco/>

<http://www.dpmmedia.com/techco/photos/mustangsc/>

Techco superchargers can be purchased through authorized Techco dealers. Every supercharger features performance and styling uniquely matched to the engine for which it is designed. Techco is totally committed to excellence in design, engineering, testing and manufacturing, and each supercharger comes with a comprehensive limited warranty.

For more information about Techco and its products, visit the Techco website at www.techcointl.com.

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Billy Tally's Checkered (Flag) Career

Billy Tally is a native Californian who grew up in Carmel. He attended both Grossmont College in San Diego and San Diego State.

His interests in all things mechanical and wheeled initially led him to the Kel Carruthers AMA Grand National 500-cc World Championship factory Yamaha Racing team in 1975 where Billy worked as chief mechanic on one of the factory bikes. Success came fast and frequently with rider Kenny Roberts winning the 750-cc AMA National Road Race Championship in 1977, scoring a victory at the Daytona 200 in 1978 and winning consecutive 500-cc World Championships in 1978 and 1979.

In 1980 Billy and two partners formed 3B Lightning Products, an engineering company focused on engine and chassis development of Yamaha products. This led to a 125-cc ATV National Championship in 1980, a 500-cc AMA Motocross National Championship with rider Broc Glover two years later and a number of AMA Pro Stock Drag National Championships between 1985-1992.

Between 1980-1995 Billy was also 3B's lead design engineer for Lectron Carburetors and chief design engineer/chief mechanic (and chief cook and bottle washer, according to Billy) for Don Vesco's Racing Land Speed Record Program, which set a gas-powered car (small-block Chevy) Land Speed Record of 355 mph at Bonneville in 1989.

During this time, Billy was also a consulting engine designer for an LSI & McDonald Douglas RPV (remote piloted vehicle) Program developing small, lightweight engines for military applications.

In 1990 Tally was both in front of the drawing board and behind the wheel of a Yamaha-powered, 750-cc, Lectron carburetor-equipped Land Speed Record car that reached 209 mph at the Bonneville Salt Flats.

Seamlessly transitioning from the salt flats of Bonneville to the ups and down of off-road truck racing, Billy began working as the engine designer/builder for Ford's stadium truck teams during 1991. He watched his efforts pay off a year later as Ford earned its first two poles and first two wins. These results attracted the attention of the Ford Rough Rider off-road truck team, leading to Billy focusing his diverse engine design and building talents to SCORE off road racing and to two Baja 1000 overall wins, the first in 1992 and another just two years later. Plus a 2nd-place finish in the SCORE Off Road Championship in 1993.

In 1993 Billy's career again took off in another direction, this time turning left, as the engine designer and team leader for the Parnelli Jones Midget Team. He designed a new all-aluminum 4-cylinder Ford for midget racing. Loosely described by Tally as "half a 351 Ford with a Yates-style cylinder head," this engine was the pole and race winner in the very first USAC Midget Nationals race it entered. And this same engine, built today by Ed Pink and others, is still *the* engine to have if you want to run at the front in midget racing circles.

1995 found Billy affecting a Southern drawl and attitude and running the engine design, development and build programs for a number of NASCAR truck and car programs. Billy counts NASCAR poles and race wins from Tucson, Arizona to Monroe, Washington to Bakersfield, California, to Milwaukee, Wisconsin to as far south and east as Wilkesboro, North Carolina among his diverse accomplishments.

Tally's association with Saleen began in 1996 during his NASCAR period when Steve Saleen asked Billy to provide input into Saleen's World Challenge Mustangs. Two years later, the relationship became permanent as Billy came to work at Saleen full time as crew chief for the Saleen/Allen Speedlab World Challenge Mustangs. During 1998 the two cars, driven by Ron Johnson and Terry Borcheller, scored 9 poles and six wins and placed 1st and 2nd in the Championship.

In December 1999 Billy initiated work on the engine program for the Saleen S7 exotic, mid-engine supercar and later assumed lead engineer duties for the S7 production and racing programs.

Starting in 2001, Saleen S7Rs dominated the GTS sports car race scene like no other marquee, achieving 27 poles and fastest laps and 19 wins in 32 races, resulting in 4 GTS Drivers' Championships and several Manufacturers' and Team Championships on two continents.

In 2002 Saleen S7Rs earned 21 poles, set 23 fastest laps and won 18 races in 40 events. More importantly, Saleen customer teams won 3 GTS Drivers' Championships and several Manufacturers' and Team Championships in four series around the world (England, Spain and two in the U.S.).

During this period of intense competition on the track, Tally also led the efforts resulting in the S7 becoming the first American, mid-engine, supercar to achieve full DOT, EPA and CARB certification, a huge accomplishment for both Tally and Saleen, Inc.

Following the sale of Saleen, Tally followed Steve Saleen to ZX Auto North America and then to Saleen's new company SMS, Ltd.

Currently, Tally serves as Chief Engineer for Techco.

John Spruill – Engineering Bio

John Spruill has over fourteen years of experience in the Automotive Industry, with extensive expertise in Engineering Program Management, Emissions and Crash Safety Certification, Powertrain Design and Development, Engine and Vehicle Calibration, and Product Design and Development.

Having led the engineering design and development activities at Saleen, Inc., as Chief Engineer/Engineering Program Director, for the last decade, Spruill has developed a great depth of program management experience having created an engineering organization of 30 engineers and managed vehicle program budgets totaling over \$6 million per year. A recognized industry expert in New Vehicle Certifications, having certified well over 40 different vehicles and over 20 unique Engine Families with US EPA/ARB, and having extensive expertise in Safety Compliance with US DOT NHTSA FMVSS/Transport Canada CMVSS standards. Mr. Spruill has vast experience and expertise in Powertrain Design and Development, including full engine and component level design, as well as power adders, such as superchargers and turbochargers. His Powertrain Control Module (PCM) Calibration and Strategy expertise includes: engine and chassis dynamometer tuning, in-car calibration for drivability, and emissions and OBD II compliance. Having created an engineering organization from scratch, Mr. Spruill has developed a specialized Product Design and Development process for developing small volume niche vehicles in a 9 month development cycle while meeting program budgets and on time launches.



Spruill earned his Bachelor of Science in Mechanical Engineering from the University of Maryland, College Park.

Techco (2008-Current)

Vice President, Engineering

Responsible for leading all engineering activities as well as jointly responsible for overall general management.

SMS, Limited (2007-2008)

Vice President, Engineering

Responsible for leading an engineering department to meet special project needs, notably:

- SMS 25th Anniversary Mustang

ZX Auto North America (2007)

Vice President, Engineering

Responsible for leading all engineering activities to design and develop US Compliant versions of ZX Auto (China) products for Importation into the North American market (US/Canada/Mexico). Created an engineering department (Manpower/Systems/Policies & Procedures) from scratch.

Saleen, Inc. (1998-2007)

Chief Engineer/Program Director, Engineering

Responsible for all engineering design and development activities and program management for new vehicle programs, notably:

- Saleen S7/S7TT Supercar
- Saleen S331 and S331 Supercharged Trucks
- Saleen S281, S281 Supercharged, S281Extreme, and Saleen-Parnelli Jones Mustang S302
- Saleen S121 Focus

Ford Motor Company (1996-1998)

F-150 C.A.R. Supervisor - Paint Department at the Norfolk Assembly Plant

Managed (35) production and skilled trades employees in the E-Coat/Phosphate/Sealer Zone.

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