

## COMP Cams®, RHS® & FAST™ Add \$12,000 In Contingency To The 2009 Engine Masters Challenge

**EFI technology innovator FAST™ sees first visit to annual challenge while the cylinder head-valve train duo look to repeat success for the COMP Performance Group™**

After a successful year in 2008, the COMP Performance Group™ will once again add excitement to the JEGS Engine Masters Challenge presented by *Popular Hot Rodding* magazine. In 2009 CPG companies will offer up to \$12,000 in contingency awards to the top six finishers of the event. New to this year's event will be the inclusion of fuel injected engines, giving EFI technology leader FAST™ its first chance to enter the competition as the company hopes to enjoy the same success as its fellow CPG members have in years past.

For 2009, COMP Cams® will offer contingency awards to those competitors running their camshafts, while those running RHS® cylinder heads will receive an additional payout. As the first year that EFI engines are allowed to compete, the 2009 competition will also feature contingency payouts for those equipped with FAST™ XFI™ systems. In addition to contingency awards, scholarships to working students at the University of Northwestern Ohio will be donated on behalf of all contingency sponsors. Members of the COMP Performance Group™ staff will also be on hand to provide on-site technical support for competitors.

“The addition of fuel injected engines should definitely make for an interesting event this year,” said Chris Douglas, Marketing Director of the COMP Performance Group™. “Last year, COMP Cams® had extraordinary results, and we look to continue that success at this year's event with COMP Cams®, RHS® and especially our event-newcomer, FAST™.” In the 2008 event, COMP Cams® enjoyed much success as 9 of the top 10 finishers and 27 of 30 competitors were equipped with COMP Cams® valve train products, including EMC champion Jon Kaase.

The 2009 Engine Masters Challenge is open to any displacement over 280 cubic inches, with an open bore and stroke and maximum compression ratio of 11.5:1. Rules state that these engines must be available to the public, normally aspirated, gasoline-powered, flat tappet, domestic V8 passenger car engines. EFI and data logging will be legal for 2009, as well as multiple carburetor inductions. The competition begins on Monday, October 5th and goes through Friday, October 9th at the University of Northwestern Ohio in Lima, OH. For more information on the JEGS Engine Masters Challenge and rules, go to [www.popularhotrodding.com/enginemasters](http://www.popularhotrodding.com/enginemasters). For more information about the COMP Performance Group™ companies and their products, visit us online at [www.comppperformancegroup.com](http://www.comppperformancegroup.com).



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