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GOMACO WORLD

Introducing the GT-3400: There's Nothing Remotely Like It...

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CG-110623 D20

The Power of Choice...

Introducing the All New GOMACO GT-3400

GOMACO is proud to introduce the GT-3400. It's a three-track machine with all of the features that have made GOMACO the worldwide leader in concrete paving equipment, including the powerful G21 controller, All-Track Steering, high-speed track motors, and the patented simultaneous trim/pour process. It also has some new and exciting features that put the GT-3400 in a class all by itself. There's nothing remotely like it!

It's the first curb and gutter machine to be controlled by remote control. The remote control is light weight, durable and gives the operator total freedom to move about the operation.

The remote is 11 inches (279 mm) wide, seven inches (178 mm) tall, 4.5 inches (114 mm) deep and weighs only 6.75 pounds (3.1 kg). All of the necessary functions, including vibrator adjustment and an emergency stop, are built into the remote's small package. It's powered by a nine volt, off-the-shelf Makita battery, which makes it easy to replace if necessary.

Safety is always a priority in design consideration. Built-in safety features stop the machine if the remote loses communication or if the remote control turns on its horizontal axis more than 60 degrees. The wireless remote features "frequency hopping" capabilities. The remote is constantly changing channels and frequencies to maintain contact with the GT-3400.

"We spent a great deal of time with radio manufacturers having them convince us that these radios are reliable," Kevin Klein, GOMACO's Vice President of Research and Development, said. "The last thing we want is any communication lag between the operator and the machine."

The remote has the option of being tethered to the machine for areas that do not allow transmitting. For example, projects near airports and blasting operations restrict radio use. The contractor simply tethers the remote to the machine and the wireless transmitter is disabled.

"Some contractors are going to say, 'I want to be up on the machine,' and they can be," Scott Pedersen, Research and Development Project Manager for the GT-3400, said. "They can take the radio console right up front on the platform."

The GT-3400 features the G21 electronic-over-hydraulic control system. GOMACO's exclusive G21 controller makes it possible to have push-button steering setup. The controller allows the operator to teach

CG-080628 D25

The new GT-3400 makes these types of projects possible.

the "smart" cylinders to set a desired degree of leg rotation, so that the tracks do not strike any object in minimum-clearance or zero-clearance requirements.

The GT-3400 features an all new three-track footprint with All-Track Steering. The new footprint features two close tracks on one side and a single track on the other. The design was chosen for tight turning radius capabilities, getting on and off stringline fast, and the design minimizes machine length. With the front track positioned behind the trimmerhead and beside the mold, the GT-3400 is capable of slipforming right up to an object or to the end of the stringline. The trimmerhead simply has to be sideshifted and lifted up out of the way allowing the machine to pave up to the end of the pass.

Many parking lot designs for curb and gutter have sharp angles, short runs, tight radii, and do not always take slipforming into consideration. The new GOMACO GT-3400 makes these kinds of jobs possible. Its compact size from front to back allows the machine to get into the small areas where one island ends and another begins. And with its large capacity hopper, it's easier to complete a tight radius, with minimal hand work.

"People designing parking lots don't often take into account the ease of slipforming the curb, and they put a lot of 90 degree corners in them," Klein said. "We wanted the machine to be able to bring the mold as close into those 90 degree corners as possible to eliminate some of the handwork going into and coming out of them."

The GT-3400 can slipform tight radii. A two-foot (610 mm) radius ribbon curb is accomplished because of the machine's unique design. It utilizes three steer sensors to eliminate guesswork. One sensor is located at the tip of the front track; one is located at the front of the stainless; and the rear sensor is slightly ahead of the back of the stainless. As the GT-3400 enters the radius, the operator switches from sensor 1 to sensor 2 with a toggle switch on the remote. The mold on the GT-3400 is positioned to assure precise placement of the concrete through a radius. Also important for a tight radius are travel speed, mix design, grade, and concrete slump. The combination of the hopper and the charging auger enable the GT-3400 to continuously travel through the radius without awaiting concrete delivery.

GOMACO patented the trim/pave concept in the 1960s and this machine features the latest in trimmer technology. The GT-3400's direct-drive trimmerhead is the most powerful on the market today. The direct-drive trimmerhead is driven with a radial piston hydraulic motor. The trimmer's closed-loop hydraulic circuit and radial piston motor provide 28,684 inch pounds of torque at the trimmerhead. The 24 inch (610 mm) diameter trimmer is equipped with Kennametal teeth, and the trimmer's width can be varied from 30 inches (762 mm) to

CG-030616 D15

The new footprint has two close tracks on one side and a single track on the other.

CG-030617 D7

The operator alternated between standing on the platform and walking beside the machine at an industrial park in St. George, Utah.

CG-080615 D28

The GT-3400 turned several tight radii on a curb and gutter parking lot project in Faribault, Minnesota.

78 inches (1981 mm).

The GT-3400 has a direct-drive, 14 inch (356 mm) diameter, charging auger to deliver concrete to the mold. The auger was chosen because it minimizes the overall length of the machine. The auger also hydraulically slides to help minimize the transport width. It slides down for hopper positioning and receiving concrete from the trucks and it slides up to reduce transport width.

"We knew it would be a little more compact and that an auger could run at a little steeper angle to keep overall length of the machine down," Klein explained.

Changing molds is quick and easy with the Hook-and-Go mold mount system. The operator simply has to drive the GT-3400 up to the mold, hook the mount to a special attachment plate on the mold and lower the holddown. The operator then hydraulically lifts the mold and goes back to work slipforming the project.

The versatile GT-3400 is powered by a 127 hp (94.7 kW) electronic-controlled Caterpillar® diesel engine with a remote mounted cooling package. The engine, coupled with the state-of-the-art hydraulic circuitry, results in the most fuel-efficient horsepower to work-performed ratio in the industry. The cooling package fan is driven by a hydraulic motor which allows the G21 controller to vary the fan speed to match the cooling demand. This results in less engine horsepower dedicated to the fan and a quieter operation.

The GOMACO G21 and exclusive "smart" cylinders provide simple push-button steering setup on the GT-3400. The cylinders are attached to a new style of leg. GOMACO engineers have designed a new piston-style leg that acts like a cylinder. The legs have bearings on both ends of the inner tube so there is no steel-on-steel contact. A keyway is utilized for steering control and adjusting wear pads is a thing of the past with the new legs.

Two-speed track motors provide fast job-site mobility up to 125 feet per minute (38 mpm). It's one of the fastest tracking speeds in the industry.

The new GT-3400 has been designed to be a multi-application machine and will slipform curb and gutter, tight radius, safety barrier, bridge parapet, sidewalk, recreational paths and flat slabs up to six feet (1.8 m) wide. And you can pave with either stringline or go stringless. The controls interface with stringless technology/3D control systems.

The GT-3400 is the beginning of a whole new class of curb and gutter machines, and we are very excited to be introducing it to you. It's all new from top to bottom, and has incorporated the best and latest technologies available on the market today. There is nothing remotely like it. It gives contractors the power of choice. Right-side or left-side pour, operate from the operator's platform or on the ground with the remote, stringline or stringless... the choice is yours. GOMACO

CG-110618 D3

The GT-3400's can be ordered either right-side or left-side pour capable.

CG-080628 D20

The GT-3400 can slipform challenging projects with minimum working room.

CG-050615 D26

The charging hopper and large capacity hopper helped slipform through several radii on a parking lot in Murray, Kentucky.

CG-020608 D27

The GT-3400's powerful direct-drive trimmerhead cut through tough grade conditions on a project in Utah.

There's Nothing Remotely Like It...

GOMACO Partners with OMNEX Controls to Create the GT-3400's Remote Control

One of the most exciting new features on the GT-3400 curb and gutter machine is the remote control. The GT-3400 is the first in the industry to be wirelessly controlled and allows the operator total freedom to move about the project while still controlling the machine.

GOMACO partnered with OMNEX Control Systems ULC in Port Coquitlam, British Columbia, Canada, to develop the control system. It has been a partnership that has worked out well and the final product is very impressive. A recent interview with Conrad Penner, Business Development Manager for OMNEX, reveals some insight into the development of the GT-3400's remote control, their impressive background in the controls industry, and the worldwide acceptance and usage of their products.

Who is OMNEX Controls and what do you specialize in?

OMNEX Controls is a wireless company. We specialize in wireless control of mobile equipment. We also have a second division that specializes in industrial equipment, which is a completely different environment where radio signals move from fixed point to fixed point. Mobile is more complex in that we have an operator and a machine which are both mobile and so there are variables there. OMNEX specializes in both on-road and off-road mobile equipment. Our company was officially incorporated in 1986, so we've been at it for 20 years now.

What's your experience in the concrete industry?

We've been supplying controls to both concrete boom trucks and concrete line pumps. What's significant there is the robustness of the remote control. It's essentially like any other tool that the tradespeople use. It's subjected to extreme temperature, vibration, concrete dust, concrete chemicals, and is an extremely harsh environment due to the chemicals.

Is working in the concrete industry a new application for your company?

No, there are tens of thousands of systems on mobile equipment, specifically in the concrete industry. Line pumps are another very important area to us that we've been supplying controls to. What's significant about that, is the concrete pump trucks that place concrete over a distance of several hundred feet are generally line of sight applications. Line pump applications, the majority of the time are non-line of sight, the operator does not see his equipment at all. It's very significant that our radios work in either line of sight or non line of sight, provided they're in the parameters of what we specified the product to do.

When you first get started with a client, like GOMACO, how do you begin the process of developing a remote control that will operate a curb and gutter machine?

We take on the role of the consultant, initially. Yes, we have a lot of products and ultimately we will sell a product/service, but initially we always take on the role of the consultant and we want to propose an A and possibly a B solution. We have a long list of questions or work sheets/fact finders and we go through that process. That's something that Scott Pedersen, GOMACO's GT-3400 project manager, did. He had to understand these parameters and provide us with answers. What we need to do is get someone like Scott up to speed as quickly as possible on what the key parameters are. What we can do and what we cannot do. GOMACO gave us a very well written

CG-110623 D2

OMNEX Controls worked with GOMACO to develop the wireless remote for the new GT-3400, making it the first remote controlled curb and gutter machine.

set of specifications. We knew what GOMACO required and then we met with our own R&D staff to do the design work and incorporate all of the details that GOMACO required in the system.

How do you determine the design and the look of the remote control?

Ultimately, we create what we call a portable dashboard that the operator will strap on and carry with him. He's going to use this portable dashboard with potentiometers and switches to control the machine exactly the way he would if he was standing at the machine console. We create the portable dashboard to be a very reasonable facsimile of the controller he's comfortable operating on the machine. This has to be an environment that he becomes accustomed to very quickly. In other words, it has to look almost exactly like what he's always been using, the only difference is, he doesn't have wires attached and he's not standing on the machine he's operating. Ergonomics is another key issue, and we have a lot of different options for creating those ergonomics. We need a certain amount of real estate so we can build the ergonomics and load it with hardware, the buttons, the switches and the potentiometers. We have to create room so the operator, with a pair of winter gloves on, can operate all of the switches.

Will international contractors be able to operate the GT-3400 wireless all over the world?

We have been able to build radios that will satisfy the vast majority of global requirements. That was very significant for the design group at GOMACO. This system incorporates a 2.4 GHz frequency hopping spread spectrum radio that can work almost anywhere in the world.

What is a 2.4 GHz frequency hopping spread spectrum radio?

The wireless engine that drives the GOMACO remote control is an OMNEX Trusted Wireless™ 2.4GHz spread spectrum frequency hopping radio. The radio derives its robustness from its ability to rapidly frequency hop between numerous narrow band radio channels inside a license-free bandwidth. By hopping many times a second, and by constantly updating the signals from the operator's controller on each hop, the radio is able to withstand high levels of interference that may affect some updates, but can never affect them all. Since each update is error checked, and the time between updates is measured in tens of milliseconds, any encounter with interference is seamless to the operator.

Do you design and manufacture all of your components in-house or do you rely on outside suppliers?

We design in-house and we manufacture in-house. We've decided that's the only way we're going to control quality. We can do prototypes, short runs and customizations very quickly and accurately. Once we go into production and a problem potentially pops up, we can respond to that within a day, as opposed to if we're doing things overseas, then you'd be talking about months. That's not acceptable. Our system is extremely reliable. We've put a lot of checks and balances in place, and of course we've done this over the last 20 years.

That holds true with the battery and keeping things simple. It's just a regular nine-volt Makita battery that can be bought in any hardware store.

We decided a long time ago to use non-proprietary batteries because when you look at the overall system that GOMACO has, the only maintenance on the system is the battery. If that's the only maintenance, we don't want to drive people nuts with proprietary batteries and proprietary charging systems. What we've used is standard, off-the-shelf, and you can go to any hardware store to buy a new battery or the charging system for it. We've made it very simple.

The remote has built in safety features on it to keep everyone working around the machine safe. Could you explain those?

We learned a lot about safety from the railroad industry. There are so many checks and balances built into the wireless systems there and we've built those same checks and balances into GOMACO's. It has a tilt warning system and it is an excellent feature to have. In many industries, they call it "Man Down." He's fallen over and we can program the machine to respond to that signal. It means that as soon as it sees a tilt of over 60 degrees on its axis, it will shut down the machine. We have an E-stop built into it as well that sits right in the center of the remote control. There's a lot of safety built into the system. GOMACO has also built two-way communication into the system, so that's another level of safety/redundancy. There are a number of things we're displaying on the portable dashboard that the operator is carrying. He's seeing a number of indicator lights that are telling him a certain operation is running, besides just visually looking at it with line of sight.

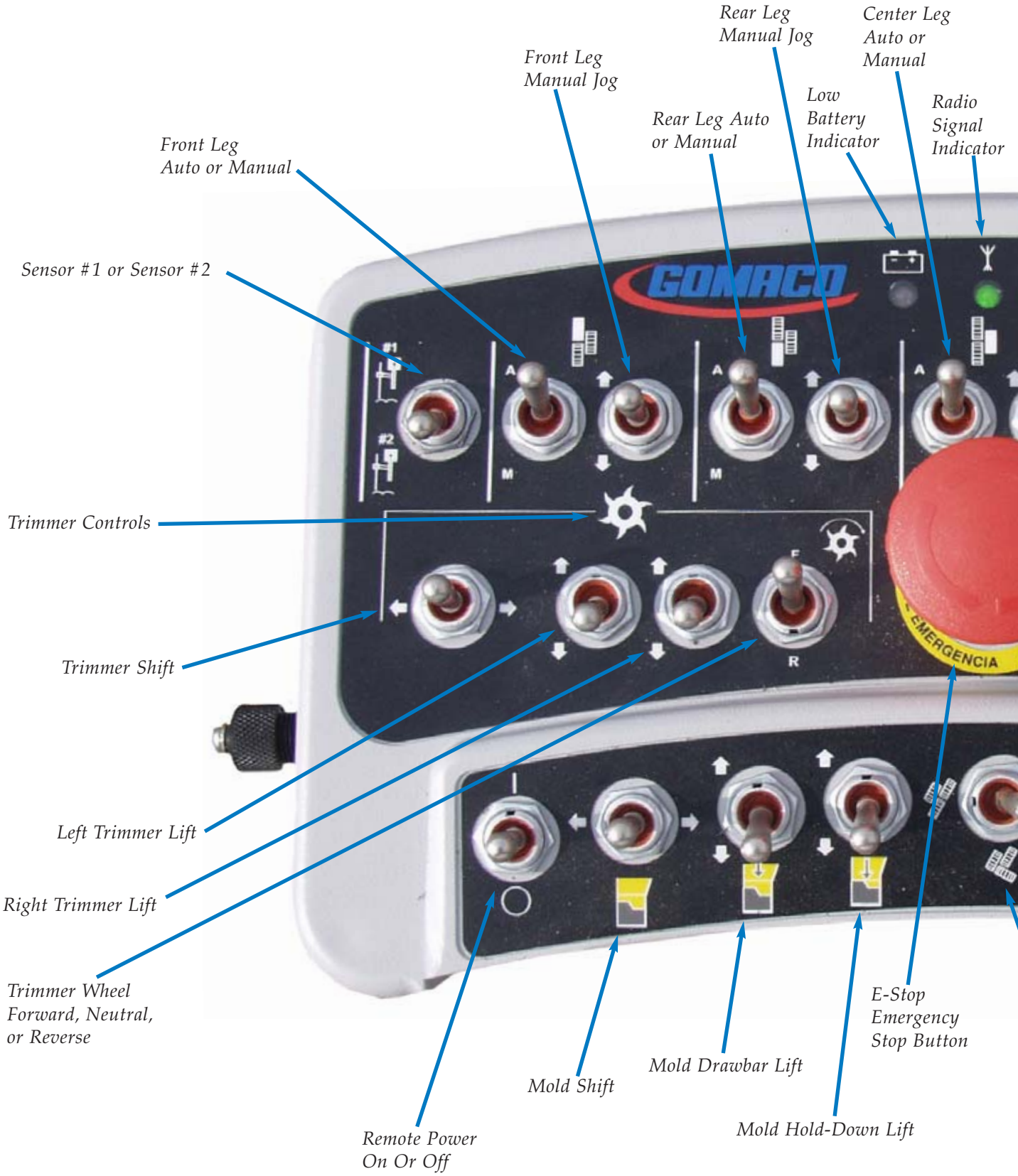
This remote also has the ability to be tethered, if the machine has to work

CG-110626 D24

An operator carries the remote control, operates the machine from the ground and has total freedom to move around the project.

in an area that doesn't allow wireless control.

Yes, there are two significant things about the tether. We don't put it there because we think the remote is going to fail. We believe the wireless system is going to work just fine. However, the tether is available in the event the machine is going to be used in an area where wireless is not allowed. Let's say it's road construction and you get into an area where they're doing some blasting not too far away. Typically, the blasters will ask you to turn off all of your radios. If the operators want to keep operating their equipment, they have the option to just simply tether the remote to the machine and it will shut the radio off. That's the number one reason for putting that tether connector there. The second reason goes back to the whole idea of the only maintenance on the system is the battery. If the battery were to go dead and wasn't usable, but the operators have to keep going and don't have



any other way of getting a battery, they can simply go and tether it and bypass the battery.

Whenever we've taken the GT-3400 and remote into the field for testing, the operators never want to give the remote back to us. It's fun to see that they're excited about the product.

I think a lot of your customers are going to have fun with it. It's always interesting for us to find out what the value of it is to the end user. Yes, safety is one and efficiency is another. A lot of people can't even imagine yet what they're going to end up doing with it, but they will find ways. They'll find they have more freedom to move about, that they can do better quality control of the product, or stand in another position that they've never been able to stand at before... and hopefully they'll have fun while discovering all these new things.

The GT-3400's wireless, shown at actual size, is 11 inches (279 mm) wide, seven inches (178 mm) tall, 4.5 inches (114 mm) deep, and weighs only 6.75 pounds (3.1 kg).

Center Leg Manual Jog

E-Stop Indicator

Machine Slope Increase or Decrease

Vibrators 1 Through 4, Variable Control Knobs

Engine Error Indicator

G21 Warning Indicator will Duplicate the Warning Light on the Machine

Variable Travel Speed Control Knob

Steer Control Knob

Auger Variable Speed Control Knob

Steer Selector For Auto, Coordinated, or Crab Steer

Travel Forward, Neutral, or Reverse

Travel Two-Speed Control

Engine Throttle Speed Control

Vibrators Auto or Off

Photos courtesy of Tom Held CG-110613 D2

12 Percent Grades Can't Slow Down a GT-3600

Twehous Excavating's history began in 1959 when Frank and LaVerne Twehous became land improvement contractors. They started their company in Jefferson City, Missouri, with two employees.

The company purchased their first GOMACO, a Commander III, in 1989. It was one of the first in the country to have the three-track 16 foot (4.9 m) wide GOMACO paving package. Twehous used it to pave a 16 foot (4.9 m) wide pavement with integral curb up and down a 17 percent grade on one of their first paving projects. The project was McClung Park in Jefferson City.

Twehous added a curb and gutter machine, a GOMACO Commander II, to their inventory in 1995. A crew of six men placed 4500 feet (1372 m) of curb and gutter in an eight-hour shift during the Commander II's first pour.

Today, Twehous has over 100 employees working in several company divisions, including concrete flatwork, concrete bridge, excavating and grading. They slipform approximately 40,000 feet (12,192 m) of curb and gutter and 20,000 feet (6096 m) of sidewalk every year. This past summer, they decided it was time to upgrade their Commander II and purchase a new machine.

"We were looking for a machine that is dependable, easy to operate, easy to maintain, and has excellent product support through both the manufacturer and the distributor," Ed Twehous, vice president of Twehous Excavating, explained. "I did look at all available machines on the market and nothing compares to GOMACO. I always check out features and prices on all comparable brands before making a purchase, and I always make my equipment purchase decisions based on value.

"I've got a history with GOMACO and their distributor, Fabick CAT, and both companies have always delivered what they promised, when they promised. Benny Walker and Tom Held with Fabick CAT are knowledgeable about the products and I trust what they say."

Twehous purchased a new GOMACO GT-3600, which matched all of their machine requirements. One of their first projects with their new GT-3600 was slipforming approximately 11,000 feet (3353 m) of curb and gutter on the Christy Drive Extension project on the south edge of Jefferson City. The project connects four of Jefferson City's major roadways, Ellis Boulevard, State Route B, State Route 179 and US Highway 54. It is also the new access to 150 acres (60.7 ha) of new commercial property on Jefferson City's south side.

The project included a new 36 foot (11 m) wide street with curb and gutter on both sides. It involved blasting and moving approximately 220,000 cubic yards (168,203 m^3) of rock, installing 3000 lineal feet (914 m) of reinforced concrete pipe, constructing a reinforced concrete box culvert, installing 1500 feet (457 m) of guard rail, installing 2500 lineal feet (762 m) of fence, and slipforming 11,000 feet (3353 m) of curb and gutter and 8000 lineal feet (2438 m) of

CG-110613 D14

Twehous slipformed curb and gutter on the 12 percent incline on their first day on the project in Jefferson City.

CG-110613 D21

The GT-3600 is equipped with the new Hook-and-Go mold mount, which makes changing molds fast and easy.

CG-110613 D15

Twehous sideshifts and lifts the GT-3600's trimmerhead up out of the way as they slipform directly on the asphalt road.

sidewalk. All of the work was completed by Twehous and its different divisions in less than a year.

The first day's work for the curb and gutter and the GT-3600 involved slipforming up a 12 percent grade.

"It was our very first pour on the project and it was the steepest grade," Twehous said. "We didn't do anything special to the GT-3600 for the project. It made the pour on the 12 percent grade right out of the box."

The curb profile was a Type-A curb and gutter with a six inch (153 mm) tall curb on top of a 30 inch (762 mm) gutter. They used a 6.5 sack cement, 4000 psi (30 MPa) concrete mix with a two inch (51 mm) slump. Production averaged 2,150 lineal feet (655 m) per day.

Twehous runs a four-man curb and gutter crew, an operator, a chute man and two concrete finishers. Two additional men follow the machine installing expansion joints every 300 feet (91.4 m), as required by Jefferson City specifications.

The GT-3600 is working out well for Twehous and their curb and gutter division. They're enjoying its radius turning capabilities, the sideshifting trimmerhead and mold, and the finished product.

"We were accustomed to operating the Commander II with its sideshifting trimmerhead and it was great," Twehous said. "With the GT-3600, you can put the trimmerhead and mold where you need them. It works better in tight spots and allows us to run the machine tracks on the surface or area we choose."

The new GT-3600 has made everyone involved with it at Twehous happy, including the maintenance staff, concrete crew, finishers and the company's customers.

"Our maintenance staff likes the ease of maintaining the machine and the support they receive from GOMACO," Twehous said. "Our concrete crew likes the ease of machine set up. Our concrete finishers like the product that comes out of the mold. Our customers love the finished product."

CG-108912 #12

Twehous' three-track Commander III was one of the first in the country to have the 16 foot (4.9 m) paving package in 1989.

Photos by Kelly Krueger CG-060608 D8

A *GT-3600 slipforms 10 foot (3 m) wide dolly pads at a distribution facility. The dolly pads keep the landing gear of the truck trailers from sinking into the surface the trucks are parked on while the trailers wait to be loaded or transported.*

Slipping 10 Foot (3 m) Wide Dolly Pads with a GT-3600

A massive building project is taking place at the old Joliet Arsenal in Elwood, Illinois. The arsenal is being converted into the Deer Run Industrial Park, and houses the national distribution facilities for a major department store. Two buildings there house 3.4 million square feet (315,860 m^2) of warehouse space for the store.

L&M Concrete, based out of Elwood, Illinois, was the curb and gutter contractor on the project, and used their GOMACO GT-3600 to slipform 31,000 feet (9449 m) of high-back curb and gutter. Another contractor had been hired to pave approximately 20,000 feet (6096 m) of dolly pad for the semi-truck trailers to sit on between loading and transporting.

The contract fell through and left the development coordinators looking for a replacement. They turned to L&M and hoped they'd have an answer to pave the 10 foot (3 m) wide, eight inch (203 mm) thick pad.

"When the developers first approached me about the dolly pad, I told them I just couldn't do it," Les Cheney, owner and president of L&M Concrete, said. "Later, I was telling my GOMACO distributor, Marty Ahrendt with Finkbiner Equipment Company, about the project and told him that I wished there was a little paver I could rent. Marty said I didn't need a paver, that my 2005 GT-3600 could pave 10 feet (3 m) wide."

CG-060609 D9

GOMACO offers a 10 foot (3 m) wide centermount mold kit. Cheney, Finkbiner and GOMACO engineers worked together to customize the kit to fit the project requirements. They determined early on that Cheney wanted to use the conveyor with a closed-front mold instead of dumping directly on the ground in front of the GT-3600. The mold is equipped with extra vibration and an auger that moves the concrete across the width of the pad. The mold system connects to the GT-3600 with added framework sections that include extensions for the three tracks so they can be

properly placed for project requirements.

"GOMACO did some excellent engineering on this entire package," Cheney said. "The finished concrete pad came out the back as slick as could be."

Production rates were phenomenal. Their best day's production saw them slipforming 530 cubic yards (405 m^3) of concrete in seven hour's time. The GT-3600 was moving so fast that an extra concrete supplier had to be brought in. At times the slipforming operation was moving along so well that eight cubic yard (6.1 m^3) ready-mix trucks were being unloaded in under four minutes.

"Most days we'd arrive at the job site at 7 a.m., slipform 1000 feet (305 m) of the dolly pad, which was approximately 250 cubic yards (191 m^3) of concrete, and we'd be done by noon," Cheney said. "When I say done at noon, I mean *done*. We were leaving the site with our tools and the machine cleaned up, and heading to our next project for the day. It was phenomenal. This project had a very strong quality control and inspection requirements on it, too."

The GT-3600 put such a nice finish on the final concrete pad that L&M's finishers had very little to do. They ran a bull-float over it and a light broom finish. Finishers spent most of their time putting in expansion joints every 100 feet (30.5 m).

The undermounted mold on the GT-3600 is built with a "frame around a frame" concept, which is illustrated by the orange pieces of framework in these drawings.

"I just can't imagine how much man power it would have taken to frame and pour just 1000 or 2000 feet (305 or 610 m) of dolly pad, and then go back and strip it all down after the pour," Cheney said. "The GT-3600 really worked well for us on this project. Because we have this new mold, we've picked up more jobs like this so we have a lot more work lined up for next year. It's really going to have an impact on this little family business of mine."

Cheney started L&M Concrete in 1982 specializing in patios and driveways. His focus soon shifted to city sidewalks and smaller curb and gutter projects. His company grew from there. Within a couple of years, they were handforming approximately 200,000 feet (60,960 m) of curb and gutter per year. In 1990, it was time to get a slipform curb and gutter paver, they turned to GOMACO and the GT-3600. They've been running GT-3600s ever since.

Cheney, his step-son and GT-3600 operator Ricky Bishop, and other members of his team have been regular attendees at GOMACO University for several seasons. Each time they attend, according to Cheney, they learn something new and a better or more efficient way to operate their machine.

"We slipform a tremendous amount of curb and gutter in the northern Illinois area and I wouldn't use anything other than a GOMACO. I personally believe that GOMACO is the Cadillac of curb and gutter machines," Cheney said. "But more importantly than having a good Cadillac, is a good service team that backs up their product. I'm a real sledgehammer mentality-type guy and their service people, as well as Finkbiner's mechanic, Radar Bazan, are very good and very easy to get along with. We have a great relationship. The way I look at it, GOMACO and Finkbiner Equipment are just like an extension of L&M Concrete."

CG-060608 D23

From far left, Radar Bazan, Finkbiner's mechanic, Les Cheney, L&M Concrete owner, Cheney and L&M friend, "Coach," and GT-3600 operator Ricky Bishop, at work on the project.

CG-060606 D1

Cheney says his new mold has already brought in extra projects and more work for his business.

The Power of Choice...

The GT-3600 with Auger

WMC Contracting Company in Trenton, Tennessee, has been in the construction business since 1950, and has specialized in all kinds of slipform concrete projects. If they think the project can be slipformed, they'll figure out a way to do it with their GOMACO machines, using either one of their Commander IIIs or GT-3600.

Dennis Garcia, president of WMC Contracting, has just as much experience in the concrete industry as the company he's currently operating. He's worked as a laborer, equipment salesman and in management. He's seen it all, worked with it all, sold it all, and now that he has the power to make his own buying decisions, he chooses GOMACO.

WMC has two Commander IIIs that slipform all of their barrier or parapet projects. Curb and gutter work is completed with their GT-3600. They complete projects all over the state of Tennessee and their equipment has to be easily transportable, a requirement that is easily achieved by both the Commander III and GT-3600.

One of their first projects with the new GT-3600 was slipforming 11,000 feet (3353 m) of roll-over style curb and gutter in Medina, Tennessee. Their work was part of the second phase of the Southern Hills Subdivision by Clark Family Homes.

"This is the third GT-3600 our company has owned and it's the best one by far," Garcia said. "We like the new design, and the G21 controller, which makes controlling it so smooth. Everything is smoother on this machine. We put our new machine together, took it out and went to work with it. We didn't require a serviceman or any extra training for the new computer controls."

Their new machine is equipped with the Commander III style legs with "smart" cylinders. They have the two-speed track motors that makes moving the GT-3600 around the job site very fast. They also have the optional auger-style conveyor.

"We think the auger is better for

Photos courtesy of Dennis Garcia CG-100520 D13

WMC Contracting equips their GT-3600 with the optional auger-style conveyor.

CG-100520 D23

CG-100521 D5

The company slipformed 11,000 feet (3353 m) of rollover curb on a new subdivision project.

CG-100520 D5

Their GT-3600 easily trims through grade with a 95 percent compaction requirement.

the kind of work that we do," Garcia explained. "When we're in a tight situation going around a radius, we can load up the hopper, load up the auger, and then load up the hopper on the auger to make almost a complete radius before we have to stage a truck. I also like the way it just seems to move a lot of concrete."

They also chose to go with the optional trimmerhead. It's a direct-drive, radial piston motor that has more torque and more power for tough trimming conditions. It's a feature that WMC is happy to have. On most projects, they're trimming through compacted gravel with a 95 percent compaction requirement.

"We're always trimming and pouring at the same time on our projects," Garcia explained. "We went with the new optional trimmer and it has made a huge difference. It's just a very powerful trimmer that does an excellent job for us."

Their concrete mix design is a state-approved Class-A slipform concrete with a required 20 percent fly ash content. They like to keep their sand to rock percentage at 58 percent rock and 42 percent sand for a durable product that finishes smoothly. Slump averages 1.5 inch (38 mm) for their curb and gutter projects.

Production is often times dependent on concrete delivery. It's one of the few problems WMC Contracting has experienced with their new GT-3600... it's too fast.

"Our only limiting production factor now is how much concrete we can get to the machine," Garcia said. "The suppliers that we work with all the time know and understand that we need ready-mix trucks 15 minutes apart and that timing works well for us. We run into trouble when we go someplace new. They just have trouble keeping up with us."

CG-100521 D7

This is the third new GT-3600 that WMC Contracting has purchased from GOMACO and they say it's the best one yet with all the new features it offers.

WMC does some radius work on their projects and they usually average around five feet (1.5 m). A size that, according to Garcia, is no big deal.

"All we do is switch to our second set of sensors and go around the corner," he said. "We don't do anything special, just go around the radius and keep on going down the line."

On a typical curb and gutter project, they like to average 200 cubic yards (153 m^3) of production per day. Finishing work is kept to a minimum with a light broom finish. It's a state of Tennessee specification that all joints are saw cut into the curb and gutter the day following the pour. Joints are saw cut every 10 feet (3 m).

Overall, Garcia and WMC are very happy with their GT-3600, but the slipforming equipment is just part of the reason why they keep coming back to GOMACO.

"The equipment is great and very user-friendly," Garcia said. "Truthfully though, I like the people and I like their parts response. Their service is top notch and we enjoy being able to send our guys to their GOMACO University for training. Those are some of the biggest reasons why we choose GOMACO."

CG-100521 D4

Production on a typical curb and gutter project averages 200 cubic yards (153 m^3) per day.

Mountain Conditions Can't Slow Down a Commander III

The working conditions for curb and gutter contractors in southwestern British Columbia are extreme, to say the least. The majority of the work is renovation on dilapidated roads. Subdivision work is also common, with two or more curb profiles on the project. Mountains and steep grades in the area also add an element of difficulty to a curb and gutter project.

It's because of these challenges and more that Winvan Paving Ltd., based out of New Westminster, British Columbia, Canada, has chosen to slipform curb and gutter with a GOMACO Commander III since 1976. They witnessed first-hand the evolution of the Commander III line, its various control systems and newest features.

"The sideshifting trimmerhead and mold has been a great advancement," Joe Alves, concrete supervisor and 32-year employee of Winvan Paving, explained. "Right now we can start right up at an existing piece of curb and go right up and tie into another existing piece of curb with very little handwork to do because we can sideshift that trimmerhead out of the way.

"Plus, our first Commander III was all toggle switches and we like all of the new computer technology now with the G21 controller. It's been pretty simple for our operator to learn the new system."

CG-040602 D24

Winvan Paving has slipformed curb and gutter with Commander IIIs since 1976.

Winvan tackles all types and sizes of curb and gutter projects, from smaller 656 feet (200 m) rehab projects on city streets to subdivisions with thousands of feet of curb and gutter. They like to complete two to three of the smaller projects in a single day, so transportability of a machine is a major consideration. Their Commander III drives right up onto a low-boy trailer and is ready to head to the next project.

City street rehabilitation projects can include all kinds of challenging conditions. In British Columbia, often times only half of the road is torn out at a time, keeping one lane open for traffic. Other times, the new road is already in place and the curb and gutter has to be poured in a trench next to the road. The Commander III can accommodate the changing conditions each project brings. The legs can be positioned in several different configurations with All-Track Positioning (ATP).

"On a lot of our renovating projects we're right up tight to existing asphalt and that's why the Commander III is so versatile," Alves said. "We can position our legs and the mold any place that we want and we're able to manage the project. It works out pretty good."

Trimming and pouring simultaneously is another feature Winvan enjoys. The company does their own grade preparation and likes to leave the grade about two inches (51 mm) high.

"Sometimes that doesn't happen and our grade ends up being from four to five inches (102 to 127 mm) too high," Alves said. "It's not a problem for our GOMACO because the trimmerhead has plenty of power."

CG-040604 D24

Photos by Mark Hankins CG-040604 D22

Side-by-side curb and gutter divides two streets on a subdivision project. The gap is later filled-in with concrete and hand-finished.

CG-040602 D14

All-Track Positioning helps Winvan configure their Commander III's legs to best deal with the project's challenges.

CG-040602 D20

Rehab projects often times leave Winvan pouring curb and gutter in a trench.

The company has 12 different curb and gutter profiles that they use on projects within their working area. Most of their subdivisions require two different profiles and on-site mold changes. It's a process that doesn't slow down production, or even concrete delivery.

"We get into a lot of projects where it requires different kinds of molds and we have to change over," Alves explained. "It takes no time at all and we don't even stop the concrete from coming. We just let them sit there for a little bit as we change the mold and then away we go again with a different profile of curb."

New Westminster and the 50 mile (80 km) radius around the city that Winvan works in is very mountainous with a lot of steep grades. The Commander III has more than enough power to slipform the grades.

"We have a lot of mountains around here so it's always up and down," Alves explained. "Usually, when we're pouring downhill, the only problem we have is sometimes trying to get the concrete out of the truck. But as far as paving uphill or downhill, we don't have any problems at all with our GOMACO."

Winvan's stringline crew typically sets their stringline at a 39 inch (1000 mm) offset from the gutter line, but they will set it as close as 18 inches (450 mm). Their mix design is a standard slipformable concrete mix with .5 inch (13 mm) sized rock instead of the usual .75 inch (19 mm) rock. The size difference, according to Alves, helps with the final finish and a smoother curb. Slump averages one inch (25 mm) on their high-back curb and 1.5 inch (38 mm) for roll-over curb.

Production rates vary depending on the project. On subdivisions, they like to average around 3280 feet (1000 m) per day. Jobs with lots of traffic, tight clearances and extra challenges, Winvan is happy with 1312 feet (400 m) in a day.

"The finish on our curb and gutter has to be very good in Canada and our Commander III works well for us," Alves said. "Every 10 feet (3 m) we have to cut in contraction joints and every 30 feet (9.1 m) there are expansion joints. It keeps our finishers busy."

A time-saving and work-saving measure for Winvan's finishers is the drive-way cutout on some of their curb and gutter molds.

"We have the driveway cutters on our high-back molds and they cut out all of the concrete, which means a lot less work for our guys working behind the machine," Alves said. "All they have to do is throw in a board behind it, finish the driveway, and in less than 10 minutes, the driveway is done. We're saving a lot on concrete and time."

It's time well-saved, so Winvan can bring in their low-boy trailer, load up their Commander III and head to their next project.

Trimming and Pouring Eight Feet

Photo by Curt Riddle CG-050627 D13

Tschiggfrie Excavating recently added a new three-track Commander III to their paving inventory to slipform sidewalk and trails.

Tschiggfrie Excavating in Dubuque, Iowa, has specialized in slipformed curb and gutter with GOMACO Commander IIIs for several years. They did some sidewalk and trail projects, but never enough to warrant a slipform paver. For the last couple of years, they have discussed adding a new three-track Commander III for sidewalk and trail work and finally in 2006, they purchased a new machine.

Their first project with their new Commander III was slipforming a recreational trail for the city of Independence, Iowa. A new 2000 foot (610 m) section of trail would connect the golf course to an inner part of the city by a large campground. The trail, when finished, will connect to the city's school.

The new portion of trail runs right along Highway 150 in Independence, and Tschiggfrie had a lot of preparation work involved with it. The trail also had to be tied into an existing bridge and involved moving the Commander III several times across the project.

"It wasn't a high-productivity job," David Kluesner, general superintendent for Tschiggfrie Excavating, explained. "There were several radii on the project because the trail had to stay within the city's easement. There were different things that we had to tie into and several driveways along the trail that we had to maintain traffic on."

The new trail was slipformed eight feet (2.4 m) wide and five inches (127 mm) thick. Tschiggfrie trimmed as they slipformed the project.

"We can trim wider with this Commander III, so we don't have to be fine tuning our grade before we pour," Kluesner said. "We don't have to fight the grade, we just trim it as we pour."

The concrete was a basic state of Iowa mix design with an average slump of 1.5 inch (38 mm). Finishing work was minimal and expansion joints were cut in every 30 feet (9.1 m).

One pass trimming and pouring saves time both slipforming the sidewalk and with grade preparation.

Photo by Brad Rosemeyer CG-050618 D24

After just a few sidewalk projects, Tschiggfrie is already seeing the benefits of having a Commander III with a sidewalk mold.

"As a company, we always did sidewalk and trails, but we did them by forming them up and hand-pouring them," Kluesner said. "We have a little niche on the market with our Commander III and we have a

(2.4m) Wide with a Commander III

Photo by Curt Riddle CG-050627 D14

Tschiggfrie is also trimming eight feet (2.4 m) wide as they slipform the new trail in Independence, Iowa.

machine we can set up, slipform the sidewalk or trail, and be more competitive because of it.

"It also makes us more efficient. I would say we cut the time in half with the Commander III versus handforming."

Tschiggfrie Excavating is also experiencing other advantages with their Commander III and slipforming curb and gutter. They were involved on a project in Central City, Iowa, slipforming approximately 4800 feet (1463 m) of curb and gutter on Marion Street, which was old Highway 13 in town. Their work on the project, which included the 3.5 foot (1.1 m) wide, six inch (152 mm) thick stand-up curb, won them a 2006 Excellence in Concrete Award from the Iowa Ready Mixed Concrete Association. They won the "Street and Intersections (<5,000 square yards)" category.

Features on their new Commander III make it an ideal curb and gutter machine. The side-shifting mold and trimmerhead allows Tschiggfrie to pave right up to existing curb and gutter and stay on the stringline as they move by objects. Track pads keep the tracks from marring the pavement surface as the Commander III is driven from work site to work site.

"The side-shifting mold lets us slide it in or out when we get to an intake or something like it," Kluesner explained. "We don't have to pick up and move off-line around the obstacle. By staying on-line, we save a lot of time.

"Then we also have the pads on our tracks and those are a big plus. We'll go into a town and work on a 10-block area, but the work might not be all in the same area. We'll have to track the Commander III to the different areas, and with the track pads, we don't have to worry about the kind of street we're on or breaking or chipping up the street. It's a big plus."

Tschiggfrie hopes to create a new sidewalk niche in their curb and gutter market.

Photo by Brad Rosemeyer CG-050618 D12

Tschiggfrie Excavating is looking forward to more sidewalk and curb and gutter work for their Commander III... maybe even another paving award in 2007.

Editor's Note: *Congratulations to Tschiggfrie Excavating and their 2006 Excellence in Concrete Award. The awards recognize Iowa contractors for constructing outstanding projects within the state.*

GOMACO Celebrates the 25th Annual GOMACO Invitational

The 25th Annual GOMACO Invitational last September had a little wind, a little sunshine, a lot of fun, and a contractor named Garcia, who stole the show by being the first ever to sink the $5,000 Putt and, later that day, nailed another putt to win the "Grand" Champion title for his team from Odebolt! The $5,000 Putt competition, which is sponsored by golf entertainer Buddy Shelton, started in 1999, and this is the first year the prize has been won! Dennis Garcia of WMC Contracting Company in Trenton, Tennessee, made the 50-foot putt look easy. The long putt was early Wednesday morning, and by the end of the same day, Garcia was also a member of the Odebolt Scramble Tournament champion team and the overall 2006 "Grand" Champion team.

Golfing events began Tuesday afternoon when 256 golfers put their putting skills to the test on four greens at the Ida Grove course. The winners from each green advanced to the finals on the #9 green to putt off for the championship. This year's champions were Bob Norris of L.G. Roloff Construction and Richard Cripe of Gohmann Asphalt and Construction, Inc. Coming in second was Bob Newman of Road Machinery and Supplies Company and Mike Leinbaugh of GOMACO. Marty Ahrendt of Finkbiner Equipment Company and Tony Estes of Brandeis Machinery and Supply Company came in third, and Byron Mitchell of Hub City, Inc., and Van Sams of Van E. Sams Construction were the fourth place team.

Before the start of the Putting Tournament, a drawing was held to fill six, three-person teams for the Contractors' Shoot-Out. In the 2006 Shoot-Out, the championship title went to the team of Tom Florig of Fred Weber, Inc., Jason DeGraff of The Gillotti Companies, and Eric Thompson of Terin Corporation. The second place team was Gary Hutchins of Weaver-Bailey Contracting, Chris Gratton of Kansas Heavy Construction, LLC, and Jaimie Loch of Loch Sand and Construction Company. Taking third was the group of Steve Forsgren of Forsgren, Inc., Dan Driskell of Gerdan Slipforming, Inc., and Thom Kuhn of Millstone Bangert, Inc.

Tuesday evening concluded with the Buddy Shelton Show, Pride of Iowa Steak Fry and an award's ceremony for the winners from the Putting Tournament and Contractors' Shoot-Out. Then, five contestants for the $5,000 Putt were drawn at the end of the program.

Members of the 2006 GOMACO Invitational "Grand" Champion Scramble Tournament team were, from left, Clare Schroeder of Iowa Concrete Paving Association, Jacob Wilson of Pavers, Inc., Dennis Garcia of WMC Contracting Company, and Bob Leonard of GOMACO.

Wednesday's activities started early with Scramble Tournament registration and a pancake breakfast at the Ida Grove Country Club. An opening ceremony featured Rod Schneider, GOMACO University's training coordinator, singing the *Star Spangled Banner* before the introduction of the Godbersen family. Five putters then competed for a chance to attempt a 50-foot putt worth $5,000. Larry Cramer of George J. Siebers and Company, Ron Hansen of A.M. Concrete Construction, Inc., Mike Hansen of Pace Manufacturing, Lance Hanson of Kansas Heavy Construction, LLC, and Dennis Garcia of WMC Contracting Company participated in a short putt-off. Dennis Garcia earned the privilege of attempting the long putt, which he quickly sunk and walked away with $5,000 of golf pro Buddy Shelton's money!

After the excitement of the $5000 putt, more than 270 golfers fanned out on four area courses, Ida Grove, Holstein, Mapleton and Odebolt, for the 18-hole Scramble Tournament.

Taking first place in the Ida Grove tournament was the team of Barry

This year's Putting Champions were Bob Norris of L.G. Roloff Construction and Richard Cripe of Gohmann Asphalt and Construction, Inc.

The 2006 Contractors' Shoot-Out Champions were Tom Florig of Fred Weber, Inc., Eric Thompson of Terin Corporation, and Jason DeGraff of The Gillotti Companies.

Winchell of Foster Equipment Company, Curt Grandia of *Midwest Contractor* magazine, Jeff Conner of Sioux City Bolt/Spencer Bolt, and Ron Dibler of Millstone Bangert, Inc. They finished their tournament with a score of 61, which was nine under par.

Finishing first in the Holstein tournament was the foursome of Ercill Faga of Scot Industries, Matt Morrison of Leica Geosystems, AG, Tony Estes of Brandeis Machinery and Supply Company, and David Petersen of GOMACO. They finished their tournament with a score of 63, which was seven under par.

The championship team from Mapleton was Dean Stoos of Fitch and Stoos, Dustin Miller of Simrit Fluid Power, Larry Goodroad of SunSource/Fauver, and Roger Hurst of Bobalee. They finished their tournament with a score of 62, which was eight under par.

The top team in Odebolt was Clare Schroeder of Iowa Concrete Paving Association, Dennis Garcia of WMC Contracting Company, Jacob Wilson of Pavers, Inc., and Bob Leonard of GOMACO. They finished their tournament with a 64, which was eight under par.

Each of the four championship teams met at the Ida Grove course for a three-hole play-off. The Scramble Tournament "Grand" Champion Play-Off ended as the day started, with Dennis Garcia sinking the winning putt and the Odebolt team claiming the title of "Grand" champions.

Wednesday's activities concluded with the tournament banquet dinner and an award's ceremony for the day's winners.

Dennis Garcia started and ended his Wednesday at the GOMACO Invitational sinking putts. One in the morning worth $5000, the other won him and his team the 2006 "Grand" Champions title (above).

New Directors for a Powerful New Direction in 2007

Grant Godbersen, Vice President of Manufacturing

Kevin Klein, Vice President of Research and Development

Dan Soellner, General Manager of Manufacturing for GOMACO and Bobalee Hydraulics

Gary Godbersen, President and CEO of GOMACO Corporation, announced that GOMACO's focus in 2007 will be continued quality in every facet of our operation. Godbersen has started the new year with announcing three new appointments that are effective immediately at GOMACO.

Grant Godbersen accepts a position as a corporate officer with the new title of Vice President of Manufacturing. Grant has worked in various departments within the company, including manufacturing, field service, marketing, production control and was named plant manager in 1994. His new position will include oversight of all manufacturing operations, expansion of manufacturing capabilities and facilities, the setting of product delivery goals, and the support of new standards for quality.

Kevin Klein will also take a position as a corporate officer with the new title of Vice President of Research and Development. Kevin has been in the research and development department since 1984 and was named department manager in 1989. Kevin has provided the leadership and guidance for the advancement of electronics and micro processor controls in our equipment. He has become a spokesman for our company and the concrete industry in the utilization of new technology. Kevin will ultimately be responsible for the direction of research into the feasibility of new products and markets for GOMACO and streamlining the process of bringing new concepts and products to the marketplace.

Dan Soellner has accepted the position of General Manager of Manufacturing for GOMACO and Bobalee Hydraulics in Laurens, Iowa. Dan has been with GOMACO for eight years and has been instrumental in implementing the procedures and achieving ISO 9000 certification for Bobalee. His new position will be responsible for day-to-day operations of the manufacturing facilities and all manufacturing personnel.

"We have experienced back-to-back years of extraordinary sales and production," Kent Godbersen, Vice President of Worldwide Sales and Marketing explained. "We have a lot of new ideas and product innovations on the drawing board and this is the first step in plotting our course for continued growth of the corporation and staying competitive with our product line."

"We have put together a great team of people who have come together to make us the worldwide leader in our industry," Gary Godbersen said in making the announcement. "There are some innovative and exciting times ahead for GOMACO, and I look forward to the changes that 2007 will bring for our company and our product line as we continue our leadership role in the industry."

bauma 2007 in Munich, Germany

Booth #1210/3 in the Open Air Area F12

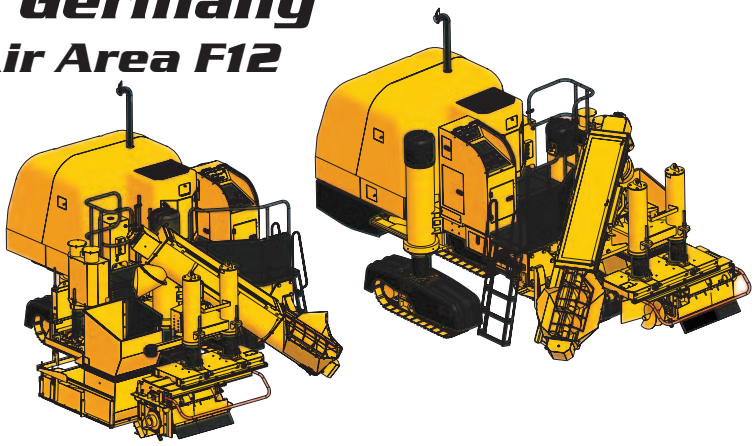
Bauma 2007 promises to be an exciting show for GOMACO. We'll be introducing the new GT-3400 internationally for the first time and will have two of the new machines in our stand to showcase its right-side and left-side slipforming capabilities. International contractors will be able to see first-hand, the GT-3400's new remote control, new three-track footprint, powerful trimmerhead with sideshifting and vertical-lifting capabilities, Hook-and-Go mold mount, and so much more. It's all new from top to bottom. Both of the GT-3400s will also be featuring the powerful new G22.

Bauma will also be the premiere of our new proprietary G22 control system. The new digital G22 controller builds on the award-winning excellence of the G21, and is the new generation of operating systems from GOMACO. The new controller has the ability to express commands in multiple languages.

A GT-3600 and Commander III will round out our Bauma display.

Bauma 2007 will be April 23-29 at the New Munich Trade Fair Centre in Munich, Germany. GOMACO will be moving outdoors to booth number 1210/3 in the open air area F12. It's been awhile since we've had an outdoor booth at Bauma and we're looking forward to enjoying Munich's gorgeous spring-time weather. GOMACO's team of concrete paving professionals from around the world will be in our stand throughout the show. Please stop by and visit with them about your airport paving, railbed construction, highway projects, canal work or any other unique applications you have planned for 2007.

For more information, visit www.bauma.de, the show's official website. We look forward to seeing you in Munich in April!



Two GT-3400s, one right-side and one left-side pour capable, will be on display. The right-hand pour model will be making its debut at Bauma 2007.

New Work hard, play hard. T-Shirt Series from GOMACO

A fun new series of T-Shirts has been introduced this year by the GOMACO advertising department. The T-Shirts salute the hardworking concrete tradesperson with entertaining slogans, simple graphics, and fun colors for all of our contractors who like to work hard and play hard.

Each of the shirts features a different graphic on the front, a "GOMACO" on the left sleeve, and "Work hard, play hard" is on the back. The T-Shirts are 100 percent cotton, and are soft to the touch. Sizing and prices are: M-3XL, $15.00, and they can be ordered at GOMACO's online store at www.gomaco.com/store. Be one of the first in your area to be spotted wearing a new "Work hard, play hard" T-Shirt.

Choose from the following designs:

- "Wake me when you order the concrete" on a washed brick red T-Shirt
- "Some minds are like concrete, all mixed up and permanently set!" on a washed blue T-Shirt
- "My boss said I better learn sumthin new this year at school!" GOMACO University T-Shirt on washed green
- "Concrete is my life, just ask my (ex)wife!" on a washed khaki T-Shirt

The Power of Choice

Introducing the New GT-3400 with Remote Control

Booth #1210
Open Air Area F-12

bauma

The GOMACO GT-3400 is the new curb and gutter machine design for the 21st century and... it's remote controlled! See it in the GOMACO stand #1210 in the open air area F-12, at Bauma 2007! The remote control is lightweight and gives the operator total freedom to move about the operation. The remote features all the necessary functions, including vibrator adjustment and an emergency stop. The GT-3400 is both right-side and left-side pour capable and we'll have them both on display in our stand. It features a revolutionary, high-powered trimmer, and changing molds is quick and easy with the new Hook-and-Go system. Its total length is less than six meters (20 feet) and the new three-track design features All-Track Steering. The GT-3400 is the beginning of a whole new class of curb and gutter machines... there's nothing remotely like it!

Stop by our stand and visit with us about your projects for 2007 and GOMACO's complete line of concrete paving and support equipment.

712-364-3347 | www.gomaco.com

Power and Performance Combine for a World Championship Season

The H&R Motorsports racing team was recently crowned the National Mustang Racing Association's (NMRA) Pro 5.0 World Champions in the DiabloSport PRO 5.0 division for the 2006 season. Jeff Rasmussen, a former GOMACO district manager and now Godbersen Equipment Company (GEC) manager, is the manager for the championship team. Other H&R Motorsports team members include Driver Michael Hauf and Crew Chief John Hauf.

Rasmussen and his team compete in 1/4 mile (0.4 km) drag racing with a 2004 Ford Mustang, equipped with a 1700 hp (1268 kW) Hauf/Kasse, 814 cubic inch Hemi engine, CS3 Lenco Liberty Gears Extreme transmission and a Ram eight inch (203 mm) Pro Billet clutch. This is the third year they've competed with their 2004 Mustang in the division. In their first two years of racing, they placed second overall, and this year unseated a three-time champion to win the 2006 championship.

Their races and placings for the year in the PRO 5.0 division included: Runner-up in Bradenton, Florida, on March 12; winner in Reynolds, Georgia, on April 2; semi-finals in Reading, Pennsylvania, on June 18; semi-finals in Martin, Michigan, on July 9; runner-up in Joliet, Illinois, on July 30; semi-finals in Atco, New Jersey, on August 3; runner-up in Columbus, Ohio, on September 3; and runner-up in Bowling Green, Kentucky, on October 1.

Their fastest time for the year was at the World Ford Challenge 9 in St. Louis, Missouri, at 6.50 seconds at 213 mph. They set their division's NMRA speed record three different times during the year, at 6.64, 6.63 and 6.59 seconds.

The championship team's racing partners include GOMACO, Gomaco Trolley Company, GEC, Fabick CAT, Schau Towing and Salvage, Sign Masters, Mark Hansen's Rex Chevrolet, Roeder Farms, G. Goodenow Ltd., Neville Trucking, Finkbiner Equipment Company, and Tractor and Equipment Company.

A *World Championship–this 2004 Ford Mustang, sponsored by GOMACO, won the NMRA Pro 5.0 World Championship in the DiabloSport division for the 2006 season.*

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