

AMSOIL®

▶ PREFERRED CUSTOMER EDITION

MAGAZINE



AMSOIL WON'T LET
TWO-MILLION MILE
TRUCKER RETIRE

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**Performance Under Pressure:
Why Today's Advanced Engines Require Advanced Oil.** | PAGE 6



ANT

ANTHD

ANTPC

PREMIUM COOLING-SYSTEM PROTECTION

Virtually all vehicles need antifreeze/coolant, and the new line of AMSOIL Antifreeze/Coolants provides outstanding protection for cooling systems.

PROPYLENE GLYCOL ANTIFREEZE & COOLANT (ANT)

- Combines the benefits of biodegradability, low toxicity and all-climate protection in passenger vehicles and heavy-duty applications.
- Long-life formulation.
- Fully formulated: DOES NOT require the use of supplemental antifreeze/coolant additives (SCAs) or extenders.
- 100 percent concentrate. Must be mixed with water.

HEAVY-DUTY ANTIFREEZE & COOLANT (ANTHD)

- Maximum protection for heavy-duty applications.
- Long-life formulation.
- Fully formulated: DOES NOT require the use of supplemental coolant additives (SCAs) or extenders.
- Pre-mixed 50/50 with high-purity water.

PASSENGER CAR/LIGHT TRUCK ANTIFREEZE & COOLANT (ANTPC)

- Maximum protection for passenger-vehicle applications.
- Long-life formulation.
- Engineered to exceed original equipment manufacturer (OEM) requirements.
- Pre-mixed 50/50 with high-purity water.

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THE COVER

Using AMSOIL synthetic lubricants, Jerry Pruett has eclipsed 2 million miles on his Kenworth.

From the President's Desk



Dear Dealers and Preferred Customers,

When I announced my decision to retire from the military as a jet fighter pilot it caught many off guard. I was still on top of my game, and nothing inspired me more than the challenge to excel as a pilot. I can't believe they paid me to do it.

"So why retire?" they asked. My response was simple. "When it's time to go, it's time to go."

That time has come again. I am turning control of the company over to Dean Alexander and Alan Amatuzio. As co-presidents, Alan and Dean will be inspirational in leadership and guide AMSOIL to even greater levels of success. I am confident of that. This company could not be in more capable hands. I will maintain influence as chairman of the board.

I can assure all Dealers that your future with AMSOIL has never been more secure. Despite our rich history, we have barely scratched the surface. The AMSOIL brand will continue to grow stronger, and the commitment we have to our Dealers will never waver. Your opportunities are boundless.

I want all Dealers to understand the great appreciation I have. Without you, I would not be writing this letter today. Your dedication, commitment and loyalty mean the world to me. Thank you, my wonderful friends.

Respectfully,

A handwritten signature in black ink that reads "Al Amatzio". The signature is fluid and cursive.

Al Amatzio
AMSOIL INC.
Chairman of the Board

The Pulse of Performance™

Whether riding aggressively, cruising or in stop-and-go traffic, AMSOIL Synthetic Metric Motorcycle Oil delivers the benefits most important to riders:

- Premium wear protection
- Smooth, confident shifts
- Cool, clean performance

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MCT

MCF

Performance Under Pressure:

Why Today's Advanced Engines Require Advanced Oil

Modern automotive engines eclipse their predecessors in nearly every category. They deliver more power and torque, use less fuel and produce fewer emissions – all in smaller, lighter and more reliable packages.

A host of technologies – most pioneered decades ago – make today's engines possible. Automakers are increasingly using turbochargers, direct injection (DI), variable valve timing (VVT) and other advancements that help meet today's strict CAFE (Corporate Average Fuel Economy) and emissions requirements while dramatically increasing power and fuel economy.

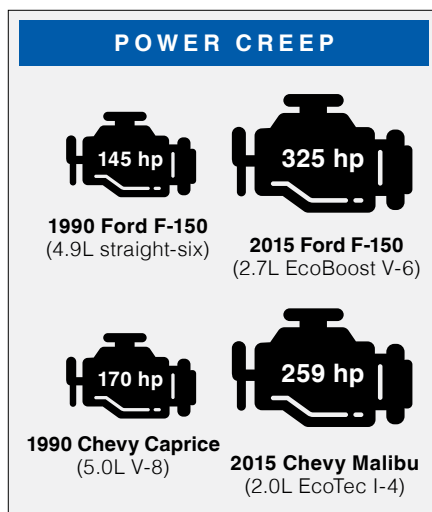
Engines are producing twice the horsepower they were 25 years ago, yet they are half the size. This quantum leap in performance, however, comes at a price that the motor oil ends up paying. Oil today must:

- Resist elevated heat without breaking down. Average engine operating temperature is up to 235°F, and even higher under heavy loads.
- Resist deposits and sludge so intricate engine systems can function properly and last as designed.
- Neutralize increased contaminants and provide protection throughout today's longer drain intervals despite smaller sumps and oil filters.

Conventional oils are quickly being left behind.

Synthetic Motor Oils Key to Maximum Performance

In this environment, using a high-quality synthetic motor oil is critical to maximizing the incredible potential of today's engines. Increasingly more vehicles now come straight from the factory with synthetic motor oil installed and recommended as the service fill.



What's Old is New

Most of these "breakthrough" technologies are nothing new. Automotive fuel injection and turbocharging, for example, date to the 1920s. Carl Benz designed an engine using aluminum – far lighter than cast iron – in 1901. Lack of metal-working knowledge and high prices doomed widespread use of aluminum, while mechanically operated fuel-injection systems were simply too inefficient and difficult to control to overtake the carburetor.

When aluminum prices dropped after World War II, automakers experimented with lighter, more efficient engines. Buick introduced an all-aluminum small-block V-8 in 1961. Land Rover debuted an all-aluminum engine based on the Buick design in 1967. Use of aluminum culminated with the aluminum-bodied Ford F-150 introduced in 2015, which shaves up to 700 pounds compared to previous models, saving fuel.

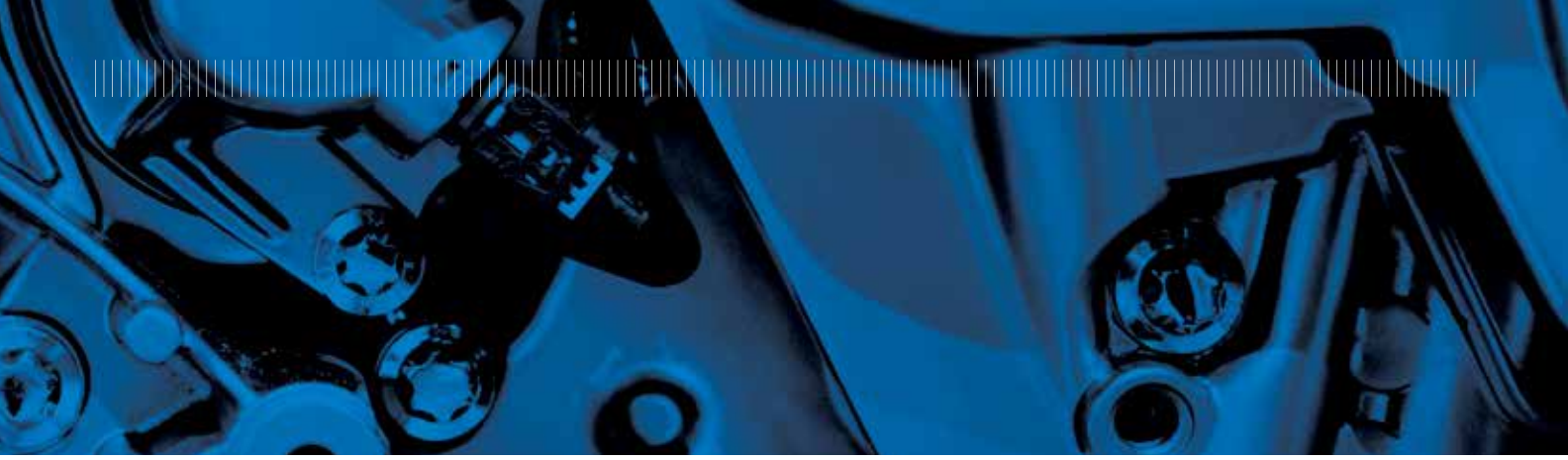
Electronic Age Sparks Improvement

As revolutionary as lighter materials have been, the advent of electronics has been arguably the most critical development. Modern engines cannot function without an engine control unit (ECU) regulating ignition timing, air/fuel mixture, fuel injection, idle speed, variable valve timing and other functions. The ECU gathers data from an array of sensors – mass airflow sensor, throttle-position sensor, oxygen sensor and several others – and adjusts engine parameters based on split-second calculations.

Direct Fuel Injection

Fuel injection didn't reach its potential until the age of electronics. Traditional port-injected fuel systems took off in the 1980s. They improved fuel economy and cold-weather starts, signaling a step ahead in engine design.

Modern direct injection goes a step further. DI delivers more accurate and rapid distribution of atomized gasoline. While traditional fuel-injection systems spray fuel into a manifold, DI systems locate the injectors in the combustion chamber, which enables much more control over the amount and timing of fuel injection, improving combustion efficiency. Spraying the fuel directly into the chamber also provides in-cylinder cooling, which helps allow higher compression ratios, increasing efficiency. DI engines use a mixture of 40 parts (or more) air to one part fuel during light loading, while traditional gasoline engines use a mixture of 14.7 parts air to one part fuel. The 40:1 ratio means less fuel is burned during combustion, resulting in better fuel economy.



Challenging Trio

Automakers often use a combination of these technologies to improve performance. Harnessing their potential requires using high-quality synthetic motor oil.



	Turbocharger	Direct Fuel Injection	Variable Valve Timing
What it Does	Introduces more air into the combustion chamber, increasing efficiency and power	Offers greater control over fuel delivery, improving power and efficiency	Allows finer control over valve timing, improving airflow and increasing efficiency
How it Challenges Motor Oil	Increases heat, which hastens chemical breakdown	Increases heat and the potential for fuel to contaminate oil	Uses components sensitive to sludge and deposits
AMSOIL Advantage	Maximum resistance to heat and breakdown, promoting long turbo and engine life	Maximum heat resistance; excellent protection despite fuel contamination	Superior resistance to sludge and deposits helps VVT systems operate properly

Turbochargers

Electronics have also allowed precise tuning of turbochargers. Ford* EcoBoost*, GM* EcoTec* and Ram* EcoDiesel* engines, for example, rely on turbos to increase performance. Most vehicles today include at least one turbocharged engine as an option.

Turbos push more air into the combustion chamber, and tuning for efficiency can improve fuel economy, especially when combined with other technologies, such as DI. Operating at up to 150,000 rpm, turbos create extreme operating temperatures that can cause low-quality oils to quickly break down, creating deposits and shortening the life of the oil.

Variable Valve Timing

VVT has steadily grown since the late-1990s, and can now be found in nearly all 2011 and later vehicles. VVT permits the opening and closing of valves to occur sooner, or be delayed, relative to the position of the piston. This makes it possible to achieve optimal fuel economy and performance at low speeds and when passing someone on the highway. It also results in lower emissions.

Many VVT systems use oil-pressure-operated mechanical devices to change valve timing, duration and lift. They are generally non-serviceable, and many common problems associated with VVT systems are linked to poor oil or

filter performance. Sludge or deposits can plug the solenoid screen or oil galleries and impact the operation of VVT mechanisms. This not only disrupts performance, it can be the first step toward a costly repair bill.

At one time, using high-quality synthetic motor oil was considered a luxury. No longer. Maximizing the life and performance of sophisticated modern engines leaves no room for low-quality conventional oils. AMSOIL boasts more than 40 years formulating synthetic lubricants that meet or exceed the requirements of the most demanding engines. ■

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AMSOIL Won't Let Two-Million Mile Trucker Retire

In October 2012, *AMSOIL Magazine* told the story of Jerry Pruett's one-million-mile-plus Kenworth (www.amsoil.com/testimonials). The Woodhull, Ill., native installed AMSOIL synthetic lubricants when he bought the truck new in 1999. After reaching 1.6 million miles on the original transmission and differentials and 1.1 million miles on the factory-rebuilt engine in 2012, Pruett has since eclipsed 2 million miles and shows no signs of slowing down.



AMSOIL Magazine
October 2012

The truck, which Pruett uses to haul freight predominantly around the Midwest, has required little maintenance since 2012. In November of that year, Pruett did finally need to replace the fuel injectors. "The spray pattern on the pistons was still good," he said. "The springs must have weakened over time. Other than that, there was nothing wrong with them." All six injectors lasted 1.1 million miles. Injectors typically require replacement prior to 500,000 miles, says Pruett. Pruett attributes their longevity to continuous use of AMSOIL Diesel Injector Clean (ADF).

HOW FAR IS 2 MILLION MILES?

- 720 times from New York to Los Angeles
- 80 times around the earth at the equator
- Four times to the moon and back

Since he was replacing the head gasket anyway, Pruett elected to replace the entire cylinder head to expedite replacement of the injector cups. Other than the head and a new water pump, the engine has required no work in the intervening years. "It keeps humming along," Pruett said. The turbocharger is still original. Pruett runs AMSOIL 15W-40 Synthetic Heavy Duty Diesel and Marine Oil (AME). He also uses an AMSOIL DUAL-

GARD® Oil Filtration System and changes oil approximately every 100,000 miles, which saves him significant money.

The differentials and transmission are still original after 2 million miles. Pruett uses AMSOIL Severe Gear® SAE 190 Synthetic Gear Lube (SRN) in the differentials, although AMSOIL primarily recommends 75W-90 Long Life Synthetic Gear Lube (FGR) in over-the-road applications. "A little bit thicker oil couldn't hurt with the high miles," he said. He uses AMSOIL DOMINATOR® SAE 60 Synthetic Racing Oil in the transmission, although AMSOIL primarily recommends SAE 50 Long-Life Synthetic Transmission Oil (FTF). "It's probably been in there 600,000 miles," he said.

Pruett has learned firsthand how good AMSOIL synthetic diesel oil protects in severe conditions. He was changing his by-pass filter last winter, and it was cold and he was in a hurry. He accidentally left the O-ring behind on the filter mount, which prevented the new filter from seating properly.

"About four miles down the road, the oil-pressure light came on," he said. "Sure enough, I found an oily mess by the by-pass filter." Fortunately, Pruett always carries four gallons of oil with him. The truck required the entire four gallons to register oil on the dipstick. His engine has suffered no ill effects, however. "With any other oil, I'd probably be overhauling the truck," Pruett said.

Pruett uses his truck and his AMSOIL experience as a rolling advertisement for his AMSOIL Dealership. The people with whom he shares his story still have a tough time believing it. "They shake their heads in disbelief," Pruett said. "They think, 'No way can you have that many miles on a truck.' And I only change oil once a year."

Now 64 years old, Pruett doubts he'll be working long enough to see 3 million miles. He hopes to spend more time

pursuing his AMSOIL Dealership – and he has a great testimonial for everyone he meets along the way.

"I'm not only an AMSOIL Dealer, I'm an AMSOIL user and abuser," Pruett said. "I won't use anything else." ■





Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

Product guides provide tremendous value.

AMSOIL continually invests in design and updates to the AMSOIL product guides.

Designing lubricants for many different industries is a full-time job. It takes knowledge of the lubrication requirements of a vast array of applications, an understanding of chemical technology and the ability to validate lubricant performance in actual equipment. This important work consumes a lot of the available time and resources within our technical group at AMSOIL. Another one of our main duties is helping AMSOIL Dealers and customers understand which lubricants apply to which applications. The main tools we use to communicate this information are our online product guides.

When someone becomes interested in buying AMSOIL lubricants, their next step is to find out which AMSOIL lubricant is best designed for their particular piece of equipment. The product guides are designed to answer that question. Helping customers find the right lubricant for their applications and making them feel good about this choice is a big job for AMSOIL Dealers. We are working hard to provide tools that help make this process quick and easy.

When it comes to our product guides, AMSOIL is plowing earth that most of our competitors won't touch. While they may have automotive/light truck guides, who else provides information pertaining to so many powersports, marine and heavy-duty applications? We have developed exhaustive product guides that make it easy for you to look up your equipment and get the products you're looking for. And they provide more than just motor oil recommendations. Most often we provide recommendations

for each and every component that requires lubrication, as well as recommendations for filters, fuel additives, cleaners and other preventive maintenance products, presenting the AMSOIL product guides as easy-to-use resources for all your AMSOIL product needs.

The AMSOIL product guides have been evolving for many years and will continue changing into next year. AMSOIL has invested significantly to improve the quality, quantity and format of this information – and we are not done yet. The online product guides have evolved from a database of primarily automobile and light truck information to multiple guides that deliver information on snowmobiles, motorcycles, ATVs, UTVs, marine and more. We are currently in the final design stages of the diesel truck product guide, which will be launched sometime in late summer. We monitor the use of this database closely and recognize its value, so we continually invest in design and updates to the whole system.

From the web design side, we have invested in making this system more user-friendly by designing for mobile applications and making the data entry easier. We are also working hard to reorganize the data so that it is presented in a less intimidating manner. The changes read less like an owner's manual and more like a personal guide. The product guides seem as though they'd be very straightforward tools to design; just list every piece of equipment ever made by car and truck, snowmobile, motorcycle, ATV, UTV, boat, outboard, personal watercraft, heavy-duty diesel

and landscaping equipment and then list the corresponding AMSOIL lubricant. Seems pretty darn easy, Peterson, so why the big fuss? Well, contrary to popular opinion, we are not on the Christmas card list for any snowmobile equipment manufacturers and we don't get invited to the summer picnic for motorcycle equipment manufacturers. The information required to make the right recommendation for each application on the guides comes from myriad resources and requires validation.

Imagine how difficult it is to recommend lubricants for the thousands of applications in the marketplace. What viscosity does the OEM recommend? Does the OEM have a specification requirement? What seems like a simple task equals hundreds of hours to research, dig up equipment manuals, log the data and add the appropriate information to our database. And, in the end, there are always a handful of applications that seem to slip through our fingers. Bear with us; we are human, and we work every year to add those applications to our product guides.

Additionally, we need to get the information in a form that works for listing on our website. The whole process requires a lot of human resources, technical resources, creative web developers and a lot of perseverance! It is not so easy, but nothing truly valuable is ever really cheap or easy. Sounds a lot like why many of you became AMSOIL Dealers and Preferred Customers. Thanks for your patience; more application information is coming soon. ■



AMSOIL MOTORCYCLE PRODUCTS: SOMETHING FOR EVERYONE

Dirt Bike, V-Twin and Metric Oils fill out the AMSOIL Synthetic Motorcycle Oil line.

With the introduction of several new and repackaged motorcycle products this year, AMSOIL offers something for every type of biker, from motocross racers and off-road riders to V-twin and metric enthusiasts. AMSOIL motorcycle products deliver the power, performance and protection that every biker wants, no matter the motivation for getting on the bike.

DIRT BIKE

To satisfy the demand for dirt-bike-specific oil, AMSOIL developed Synthetic Dirt Bike Oil in three viscosities, including 10W-40 (DB40), 10W-50 (DB50) and 10W-60 (DB60).

AMSOIL Synthetic Dirt Bike Oil is designed to deliver consistent clutch feel and improve the performance of both bike and rider. Superior clutch consistency lets off-road (trail) riders expertly navigate trail obstacles without sacrificing momentum, helping them stay at the front of the pack. It also allows motocross racers the control needed to accurately time the gate drop to grab the holeshot.

Although clutch consistency is the main benefit of Synthetic Dirt Bike Oil, its superior performance helps riders become more accomplished and confident on their bikes through mastering new riding techniques and taking on tougher terrain. As confidence builds, riders will ride faster, better and more aggressively, leading to success on the trail for off-road riders and improved track times and more wins for motocross racers.

What Sets it Apart

AMSOIL Synthetic Dirt Bike Oil is unique in that it was developed specifically to offer a level of clutch consistency for dirt bikes that has never been pursued by other lubricant manufacturers.

An extensive combination of lab and track testing and rider feedback resulted in the final formulation of AMSOIL Synthetic Dirt Bike Oil. For more information on how it was developed and tested, see the January 2015 *AMSOIL Magazine*, available in the Preferred Customer Zone.

V-TWIN

AMSOIL expanded its line of V-Twin lubricants in March to include new AMSOIL 20W-40 Synthetic V-Twin Motorcycle Oil (MVI), AMSOIL Synthetic V-Twin Transmission Fluid (MVT) and AMSOIL Synthetic V-Twin Primary Fluid (MVP). AMSOIL 20W-50 Synthetic Motorcycle Oil (MCV) and AMSOIL SAE 60 Synthetic Motorcycle Oil (MCS) also fall into the V-Twin Family.

20W-40 Synthetic V-Twin Motorcycle Oil

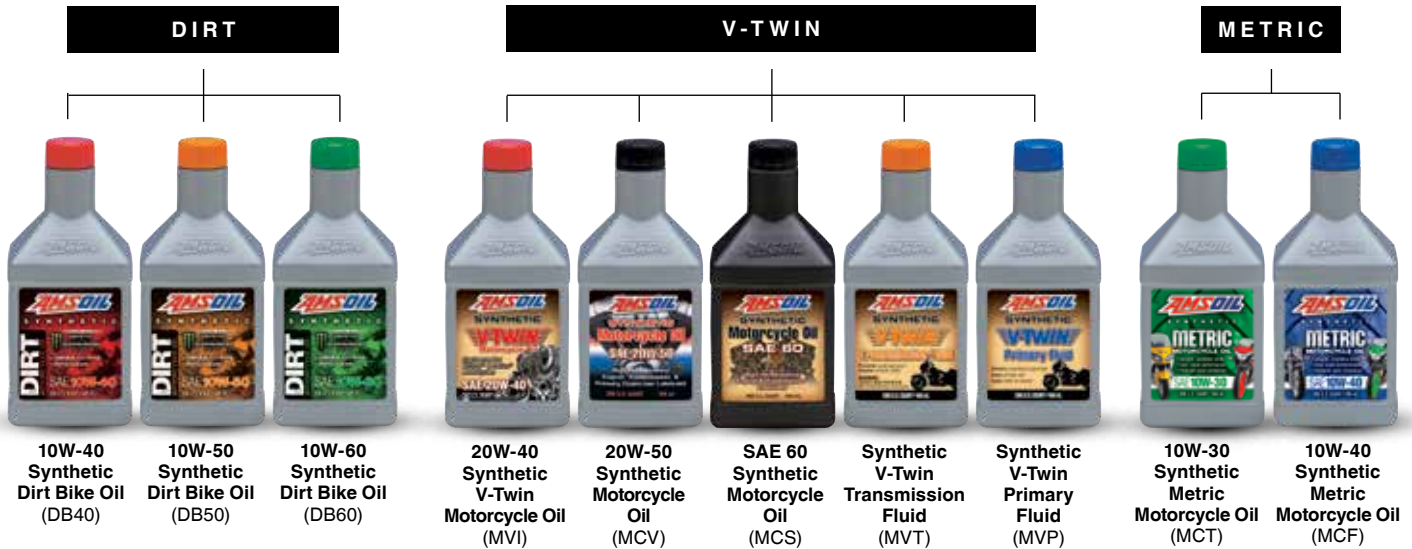
AMSOIL 20W-40 Synthetic V-Twin Motorcycle Oil was developed to cater to the increasing popularity of Victory and model-year 2013 and newer Indian motorcycles*. Because Victory and Indian enthusiasts value their individuality and the premium quality of their bikes, it's important to them to protect their investments. AMSOIL 20W-40 Synthetic V-Twin Motorcycle Oil provides riders with the security of knowing their bike engines are protected against extreme heat, internal wear and damaging sludge and deposits.

Synthetic V-Twin Transmission Fluid / Synthetic V-Twin Primary Fluid

AMSOIL Synthetic V-Twin Transmission Fluid and AMSOIL Synthetic V-Twin Primary Fluid are purpose-built for bikers who prefer a dedicated transmission or primary lubricant over a multi-use product, offering customers more options. Together, their robust formulations protect against damage

AMSOIL MOTORCYCLE FAMILY

New Packaging
Same Formula



from shock-loading, premature wear, clutch slippage and thermal breakdown and deliver the confidence of smooth starts, quiet operation and more effective riding.

20W-50 Synthetic Motorcycle Oil

AMSOIL 20W-50 Synthetic Motorcycle Oil provides superior protection for newer V-twins, including the ever-popular Harley-Davidson*, which dominates the motorcycle market and boasts loyal riders from coast to coast. In addition to being a cost-effective, high-performance alternative for original equipment manufacturer (OEM)-branded lubricants, AMSOIL Synthetic Motorcycle Oil provides superior primary chaincase, transmission and engine protection in one convenient package.

SAE 60 Synthetic Motorcycle Oil

AMSOIL SAE 60 Synthetic Motorcycle Oil is a premium oil for early model air-cooled V-twin engines specifying a 60-weight motor oil. It is specially formulated to excel in wet-clutch lubrication, extreme-pressure protection of gears and preventing rust common to short drives and storage.

What Sets it Apart

AMSOIL 20W-40 Synthetic V-Twin Motorcycle Oil is one of the only full-

synthetic 20W-40 motorcycle oils on the market, giving Victory and Indian riders a premium alternative to manufacturer-branded semi-synthetic oils.

AMSOIL Synthetic V-Twin Transmission Fluid and Synthetic V-Twin Primary Fluid offer peace of mind and enjoyment of the ride. They also offer a secondary option for bikers who shy away from multi-use lubricants.

AMSOIL 20W-50 Synthetic Motorcycle Oil and SAE 60 Synthetic Motorcycle Oil are premium options for early and late-model Harley-Davidson riders who question the value of OEM-branded parts and accessories.

For more information on AMSOIL synthetic V-Twin lubricants, see the March 2015 *AMSOIL Magazine*, available in the Preferred Customer Zone.

METRIC

To round out the entire motorcycle oil line, AMSOIL 10W-30 and 10W-40 Synthetic Metric Motorcycle Oil (MCT, MCF) were repackaged and reintroduced with a more specific focus on metric motorcycle applications.

AMSOIL Synthetic Metric Motorcycle Oil is formulated to provide smooth shifts,

excellent wear protection, extreme heat resistance and trouble-free operation in metric cruisers, sport bikes and touring bikes. Typical metric motorcycle brands are Kawasaki, Yamaha, Suzuki and Honda.*

What Sets it Apart

While all metric riders expect smooth shifting and reliability, sport bike and cruiser owners value control and engine responsiveness. For sport bike riders, who typically want to push their equipment, AMSOIL Synthetic Metric Motorcycle Oil offers the confidence to push their bikes for speed and acceleration. For cruiser owners, it provides the peace of mind that comes with smooth shifting, outstanding wear protection and heat resistance.

Touring bike riders, on the other hand, are looking for comfort, safety, reliability and trouble-free operation. Synthetic Metric Motorcycle Oil delivers extended drain intervals and outstanding performance to give these riders the confidence to relax, enjoy the ride and venture as far as they want.

For more information on AMSOIL Synthetic Metric Motorcycle Oil, see the May 2015 *AMSOIL Magazine*, available in the Preferred Customer Zone. ■

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Diesel Power Challenge Champion Successfully Defends Crown

Lavon Miller and his 2004 Dodge Ram 3500 earn back-to-back championships.

For 11 years, *Diesel Power* magazine has hosted an intense competition designed to test the mettle of both drivers and trucks to determine who has what it takes to be crowned the Diesel Power Challenge (DPC) champion. The first hurdle for drivers hoping to compete is to be voted in by other *Diesel Power* readers, and each year the three top Ford, Chevy and Dodge diesel pickups win an opportunity to compete against the defending champion in a grueling competition that often creates as much carnage and frustration as it does wonder and awe. These machines sometimes produce so much power they can hardly hold themselves together.

For the fourth year in a row, the DPC took place in Denver, which creates its own unique set of difficulties for drivers whose trucks are not tuned for the altitude. The Challenge is comprised of seven events, six of which are added up for points with the seventh used as a tie-breaker if necessary. Similar to last year's competition, the weather interfered with the outdoor events, but through the determined efforts of the *Diesel Power* staff, nearly everything was pulled off.

Not since DPC's second year has the previous champion defended his crown. For nine years they have tried, but each time fate intervenes and a new titan climbs upon the throne. This year, Lavon Miller of Steampunk Diesel showed that he was serious about remaining leader of the pack, and he did it in style aboard his 2004 Dodge Ram 3500.

When interviewed, many drivers called their passion for diesel power an addiction. Each epitomizes what it means to be an enthusiast, and AMSOIL welcomes the opportunity to be on-hand to assist them in achieving their dreams. The money they spend to create diesel power is mind-boggling, as is the horsepower they generate. This is why premium AMSOIL synthetic lubricants play a critical role in their success.

AMSOIL has been a sponsor of the Diesel Power Challenge for eight years, on-hand at events in Salt Lake City, Bowling Green and the past four years in Denver.



Following a successful Monster Energy Supercross season, which included three wins and a second overall finish in the 450 class, Team AMSOIL motocross star Eli Tomac decimated the field at the opening round of the AMA Outdoor Nationals.

After his performance at Hangtown, Tomac left no doubt that he's a championship contender, winning the first moto by 22 seconds and then demolishing the field in the second moto by one-and-a-half minutes.

AMSOIL has a long history with Tomac, stemming back to his days as an amateur rider, where he won multiple titles at Loretta Lynn's and the esteemed AMA Horizon Award. His success continued during his time atop a Honda CRF 250 for the powerful GEICO/Honda/AMSOIL team, winning titles in both Monster Energy Supercross and the Outdoor Nationals.

Eli has been a great ambassador for AMSOIL over the past several seasons, and if the start of the motocross season is any indication, his actions may speak louder than words as he races toward his first premier class title.

Patience Pays Off

Scott Douglas storms out of the gates in Texas.

There is a long-running quip that TORC, the signature series in off-road racing, actually stands for Take Out Rain Coats, and the 2015 opener at Texas Motor Speedway did nothing to change that viewpoint.

Three days of heavy rains blanketed the area leading up to the TORC Series presented by AMSOIL opener. Thankfully, Mother Nature changed her attitude on Saturday and cleared the way for Team AMSOIL star Scott Douglas to set the standard for the new season's championship chase.

The Dirt Track at Texas Motor Speedway presented a tight, bullring-type layout that suited the fired-up Douglas perfectly. The El Cajon, Calif. native set the pace early, notching the quickest time in qualifying. However, a four-truck inversion put Douglas in the second row, and the packed house saw the top four trucks swap places for the first 10 laps, with Douglas moving into third at the mandatory caution.

After the restart, Douglas became the aggressor, quickly jumping past CJ Greaves and challenging race leader Johnny Greaves. On lap 12, Douglas took advantage of a rare mistake by Greaves for the lead, and he gradually distanced himself from the rest of the field for the win.

"I love these type of tracks – the tighter the better," remarked Douglas. "The track really got rough, and the bigger the holes the better. It really brought me back to my desert-racing days.

"Over the winter our team went through some changes, and I really recommitted our effort. The goal of winning the Pro 4x4 championship really resonates strongly at the shop as well as at our pit set-up at the track."

The network broadcast of the Roundup in Texas is Thursday, June 11 at 10 p.m. Eastern on Fox Sports 2. ■



Holiday Closings

The AMSOIL corporate headquarters and U.S. distribution centers will be closed Friday, July 3 for Independence Day. The Edmonton and Toronto distribution centers will be closed Wednesday, July 1 for Canada Day.

Canadian Price Adjustment Effective July 1

AMSOIL has refrained from adjusting Canadian prices for as long as possible, but action must be taken to offset the significant losses derived from increased raw-material costs and continued fluctuation in the exchange rate this year. The exchange rate between the Canadian and US dollars has been more volatile recently than at any time since 1929. All projections and expert advice, however, predict some stability in the coming months. Barring any major fluctuations in the coming weeks, AMSOIL expects the adjustment to be in the 9-10 percent range, with an average increase of 9.7 percent.

AMSOIL has implemented every possible action to offset these losses, including absorbing some of the impact of the declining exchange rate and increased raw-material costs, as well as taking steps to help maintain this level of pricing for a reasonable length of time even if there are some additional minor fluctuations. This is the minimum price adjustment necessary.

Digital Camouflage Cap

Structured digital camouflage cap with embroidered logo. Velcro closure.

Stock #	U.S.	Can.
G3341	14.75	17.70



AMSOIL DEALERSHIP OPPORTUNITIES AVAILABLE

Be your own boss. Full-time or part-time, an AMSOIL Dealership is the ideal business opportunity. No quotas to fill. No inventory requirements. Contact your sponsoring Dealer or see the Preferred Customer Zone for more information. To upgrade to Dealer, click the "Buy Wholesale" link at the top of www.amsoil.com or order or download a Change of Status Form (G18US in the U.S., G18UC in Canada) from the Preferred Customer Zone.



Black Two-Pocket Button-Down Shirt

Black two-pocket long-sleeve lightweight button-down shirt with easy roll-up sleeves and button tabs. Constructed of 65 percent polyester/35 percent cotton. Embroidered logo.

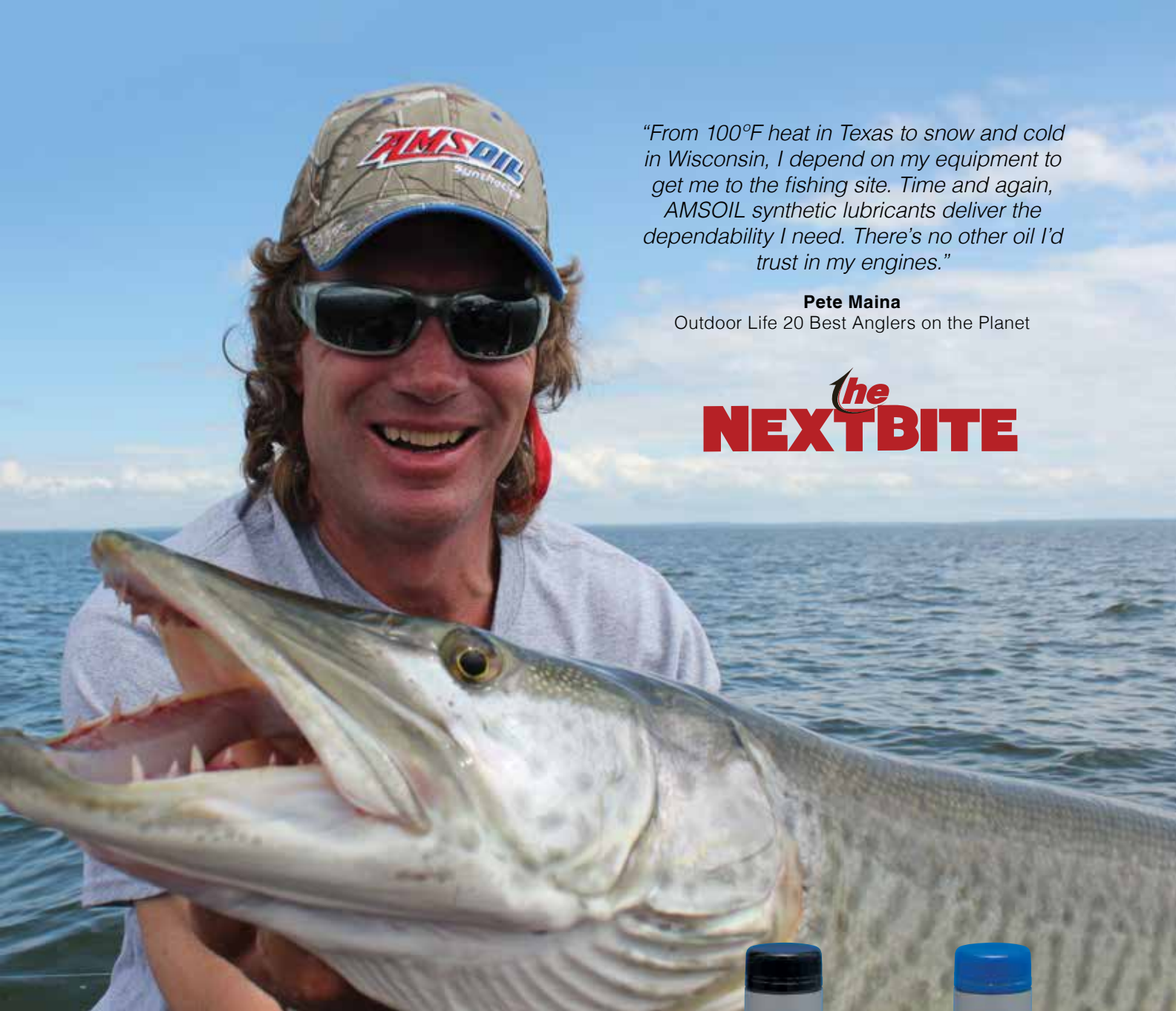
Stock #	Size	U.S.	Can.
G3349S	S	49.00	59.20
G3349M	M	49.00	59.20
G3349L	L	49.00	59.20
G3349XL	XL	49.00	59.20
G3349XXL	2X	52.00	62.85
G3349XXX	3X	55.00	66.45

AGGRAND OGIO Polo Shirt

High-performance, upscale OGIO polo shirt looks great with either jeans or dress slacks. Constructed of 100 percent moisture-wicking polyester. Embroidered logo.

Stock #	Size	U.S.	Can.
G3366S	S	39.95	48.30
G3366M	M	39.95	48.30
G3366L	L	39.95	48.30
G3366XL	XL	41.95	50.75
G3366XXL	2X	41.95	50.75
G3366XXX	3X	43.95	53.20





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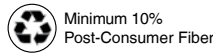


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