

AMSOIL®

▶ PREFERRED CUSTOMER EDITION

MAGAZINE

MARCH 2013



Ride Hard. RUN COOL. PAGE 6

**Additives Play a Key
Role in Lubricant
Performance** | PAGE 8

**Common Questions
About AMSOIL Synthetic
Lubricants** | PAGE 10



ISN'T IT GREAT

THAT YOU DON'T HAVE TO CHANGE YOUR OIL AS OFTEN?

You lead a busy life, and oil changes are a hassle. That's just one reason more and more people are switching to AMSOIL long-life synthetic motor oils – the convenience of changing oil less often while remaining confident that their engines are protected.

By changing oil less often you're also helping reduce waste from packaging and used oil, keeping the world greener. You also benefit from a cleaner-operating engine and easier cold starts courtesy of advanced AMSOIL synthetic technology.

Since 1972 AMSOIL has been the leader in synthetic lubricant technology, and there has never been a better time to switch. AMSOIL is good for your car, the environment and your schedule.

Simplify your life. Choose AMSOIL.



AMSOIL®

The First in Synthetics®

Online Store: www.amsoil.com
Telephone: 1-800-777-7094



AMSOIL Synthetic Motorcycle Oil Demonstrates Outstanding Protection in Extreme Heat | PAGE 6

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THE COVER

Heat is a major concern for V-twin riders. AMSOIL Synthetic Motorcycle Oil maintains excellent protection in extreme heat.

From the President's Desk

There is no doubt that any Dealer who has been working his or her AMSOIL business for any length of time has been confronted with one of the synthetic motor oil questions you will see on pages 10 and 11. And while it's true that many of these questions surface much less frequently today, we hear them still. The skeptics remain stuck in their ways, and regardless of the real facts, they choose to remain uninformed, despite the significant depth of information available to them. Even some reputable mechanics and installers keep their heads in the sand when the discussion turns to synthetic motor oil. These are many of the same people who cling to the 3,000-mile drain interval myth.

The good news, of course, is that the number of skeptics has declined dramatically, and the absurdity of their claims is nothing close to what it used to be. I recall one irate individual who called many years ago to chew me out because, as he claimed, our oil had damaged one of the lifters in his new Buick. To say he was angry is an understatement. He ranted on and on while I listened. Finally, when he stopped for a breath, I asked a simple question. "Why do you suppose," I said, "that only one of your lifters was damaged? Apparently, that's a pretty smart motor oil to pick on just one lifter."

The guy ultimately brought the car to the Buick garage, and they discovered that a bent pushrod had caused the problem. He called me back to apologize. I hope he is still using AMSOIL.

Another customer called and complained to me directly that the polarity of our oil caused his radio to fail. Imagine that. That's some powerful motor oil.

You get the point. There was a time when synthetic motor oil was viewed with extreme skepticism. Our Dealers had a huge hill to climb, and their

effort had tremendous impact on educating the public. The demand for synthetic motor oil began to grow. The introduction of Mobil 1 in the mid-seventies also had significant impact. Although many Dealers feared that with a second synthetic oil now in the game, our sales would suffer, I felt differently. I knew that Mobil's near-limitless advertising budget would work in our favor. And as it turned out, they spent millions educating the public, and our sales grew.

Another pivotal milestone came in 1991 when General Motors halted sales of its Corvette ZR-1. Eight engines had seized at GM's assembly plant in Bowling Green, Kentucky. The temperature had dipped below freezing and, at start-up, hard-to-pump motor oil failed to reach the front camshaft bearings. The engines were destroyed by lack of lubrication.

GM responded by requiring the use of synthetic oil in the Corvette. It was the first time an American auto manufacturer had required, not just recommended, the use of synthetic oil as a factory-fill. More, of course, would follow.

Today, consumer awareness is at an all-time high, and the demand for synthetic oil continues to climb. Additional growth is expected in the light vehicle market, with a strong push in the medium and heavy-duty truck markets. Transmission fluids and hydraulic oils are also expected to increase in demand.

There are trends working in our favor. Drivers are keeping their vehicles longer. They are putting tens of thousands of more miles on the vehicles they currently own. That means thousands of more dollars are being spent on maintenance.

As this trend continues, we'll see demand for our products increase and opportunities for our Dealers expand.

Our well-earned position as the leader in extended-drain technology is also working in our favor as motorists continue to move beyond the 3,000-mile oil change. Currently, the average oil change interval is close to 4,800 miles, and as auto manufacturers continue to recommend longer drains, motorists will look to AMSOIL.

While it's true that consumers are now much more educated and the demand for synthetic lubricants is on the rise, we still have work to do. And that work won't be done until every single skeptic has had the opportunity to hear all the facts straight from an AMSOIL Dealer.



A.J. "Al" Amatzio
President and CEO, AMSOIL INC.

Dean Alexander
Executive V.P. /
Chief Financial Officer

Alan Amatzio
Executive V.P. /
Chief Operating Officer



A.J. "Al" Amatzio
President &
Chief Executive Officer

THINK ZINC

Z-ROD® Means More Than Just High ZDDP

One of the big concerns in performance automotive circles in recent years has been the reduction of zinc levels in today's oil formulations. Zinc-based additives are used primarily as anti-wear agents to prevent premature wear of engine components. Zinc dialkyldithiophosphate (ZDDP) is the most commonly used form, which also provides corrosion and oxidation protection.

Reduced ZDDP content has been linked to premature wear in older vehicles with flat-tappet camshaft engines and, in particular, with engines that include high-tension valve springs or other modifications that create high contact pressures.

AMSOIL Z-ROD® Synthetic Motor Oil (ZRT, ZRF) is specially engineered for these classic and high-performance vehicles. It features a high-zinc formulation to help prevent wear on flat-tappet cams and other critical engine components. And because many of these vehicles sit idle much of the time, Z-ROD contains a proprietary blend of rust and corrosion inhibitors for added protection during long-term storage. Z-ROD Synthetic Motor Oil is designed to perform on the street and protect during storage.





AMSOIL Synthetic Motorcycle Oil Demonstrates Outstanding Protection in Extreme Heat

Protection against extreme heat is of the utmost importance in motorcycle applications. The air-cooled V-twin engines used in Harley-Davidson motorcycles can get extremely hot, particularly when idling or traveling at low speeds.

If a motorcycle oil cannot withstand hot operating temperatures, its ability to provide adequate engine protection is compromised. AMSOIL Synthetic Motorcycle Oil is formulated to withstand extreme heat conditions beyond the hottest temperatures motorcycles typically experience, providing peace of mind that motorcycles receive outstanding protection and performance no matter how extreme the operating conditions.

Dynamometer Testing

To demonstrate its extreme-heat protection qualities, AMSOIL 20W-50 Synthetic Motorcycle Oil (MCV) was subjected to a dynamometer test designed to simulate conditions even more extreme than the demanding stop-and-go driving conditions of a motorcycle rally or parade route.

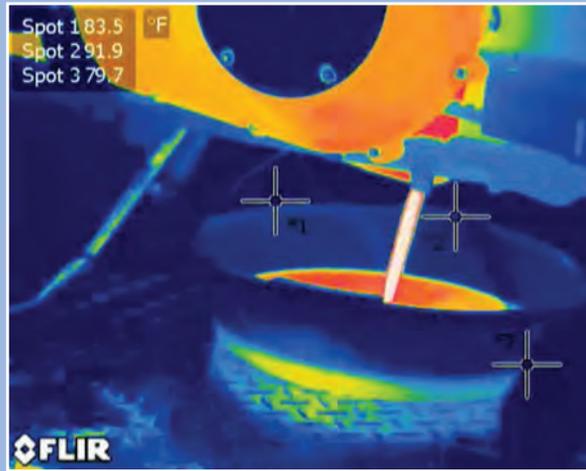
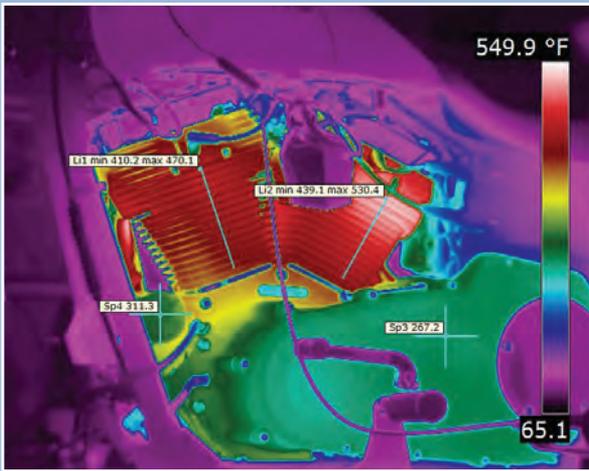
A 2012 Harley-Davidson FXDB Dyna Street Bob motorcycle equipped with AMSOIL 20W-50 Synthetic Motorcycle Oil was operated for 68.5 minutes at low speeds, with

significant idle time broken by engine revving. Like most Harley-Davidson motorcycles, the Dyna Street Bob features an air-cooled V-twin engine, which relies on cooling fins arrayed along the cylinder walls to conduct heat away. To create the most-severe operating conditions possible, the electronic temperature controls, which safeguard the motorcycle when temperatures reach dangerous levels, were deactivated. The test subjected the oil and engine components to intense heat not normally experienced in the real world, with cylinder temperatures reaching more than 500°F.

The extreme temperatures were no match for AMSOIL Synthetic Motorcycle Oil. After nearly 70 minutes of torturous testing and heat exposure, oil analysis revealed no change in oil viscosity and only minor levels of oxidation, TBN depletion and wear.

Not only did AMSOIL Synthetic Motorcycle Oil prevent the engine from overheating and seizing, it did so without losing chemical integrity or ability to protect vulnerable engine components, demonstrating that it provides outstanding protection even in compromising and severe high-temperature riding and idling conditions not experienced by most riders. ■

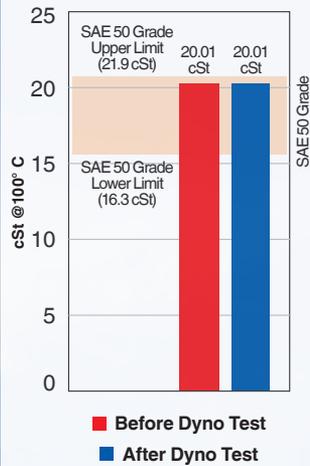




As temperatures climbed to more than 500°F in the cylinders, an infrared camera revealed the red-hot conditions that assaulted the engine components and oil.

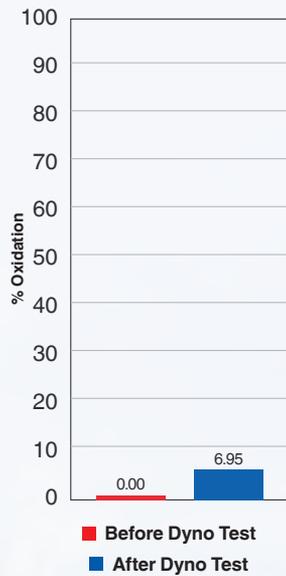
Viscosity

As heat breaks oil down, the viscosity typically rises until it is significantly out of grade and must be changed. AMSOIL 20W-50 Synthetic Motorcycle Oil showed no change in viscosity following the extreme-temperature test, demonstrating its outstanding resistance to thermal breakdown and its ability to provide excellent protection in the most severe conditions.



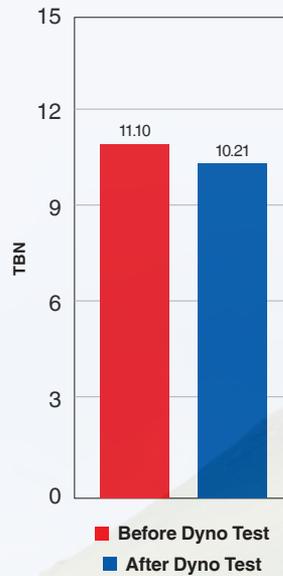
Oxidation

AMSOIL 20W-50 Synthetic Motorcycle Oil demonstrated outstanding oxidation resistance, allowing it to control deposits and keep motorcycle engines clean and operating at peak efficiency.



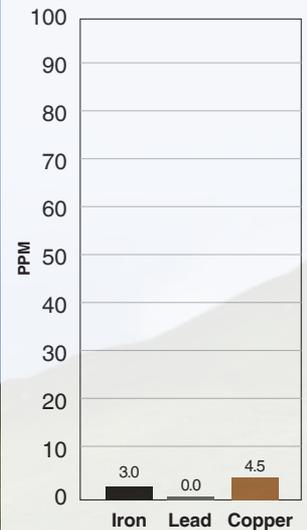
TBN

AMSOIL 20W-50 Synthetic Motorcycle Oil successfully maintained its Total Base Number (TBN), allowing it to effectively combat corrosive acids.



Wear Metals

AMSOIL 20W-50 Synthetic Motorcycle Oil demonstrated outstanding wear protection throughout the extreme-temperature test, with oil analysis results showing only trace levels of wear metals.



Additives Play a Key Role in Lubricant Performance

In the early days of automotive lubrication, motor oil was just plain base oil. When wax modifier was added to the base oil in the 1930s to address the problems created by wax residue, the motor oil additive market was born. Today, vehicles and equipment demand much more specific properties from their lubricants, including correct viscosity, cleansing and dispersing ability and low pour point. Modern lubricants contain a wide variety of additives designed to improve their protection and performance capabilities. These additives serve three essential functions: protecting metal surfaces, expanding the lubricant's application range and extending the lubricant's life.



Surface-Protection Additives

Surface-protection additives effectively address issues related to metal surfaces:

- **Anti-wear agents** protect against friction, wear, scoring and seizure.
- **Corrosion and rust inhibitors** protect internal metal parts against corrosion and rust.
- **Detergents** keep surfaces free of deposits.
- **Dispersants** prevent insoluble contaminants from agglomerating by keeping them dispersed in the lubricant.
- **Friction modifiers** improve lubricant efficiency by reducing friction, wear and noise.

Performance Additives

A second group of additives serves to improve the lubricant's performance:

- **Pour-point depressants** (used in petroleum lubricants) modify wax crystal formation and enable oils to flow at lower temperatures.
- **Seal-swell agents** help swell elastomeric seals by causing a chemical reaction in the elastomer.
- **Viscosity modifiers** help reduce the rate of viscosity change when temperatures rise or drop.

Protective Additives

A third group of additives works to extend the service life of the lubricant:

- **Anti-foamants** reduce surface tension and speed the collapse of foam.
- **Antioxidants** reduce the oxidation rate by decomposing peroxides and terminating free-radical reactions.
- **Metal deactivators** reduce the catalytic effect of metals on the oxidation rate, further slowing oxidation.

Drivetrain Fluids

Drivetrain fluids face many of the same challenges as motor oil, sometimes more pronounced. For example, because many of the components found in the drivetrain consist of ferrous material, drivetrains are more susceptible to rust and corrosion than engines, increasing the importance of rust and corrosion inhibitors, while the rotating motion of gear sets makes gear lube highly susceptible to foaming, increasing the importance of anti-foam agents.

Extreme-pressure (EP) and anti-wear agents are especially important in drivetrain fluids, minimizing component wear in the boundary lubrication conditions common in gear applications. Extreme-pressure agents also help muffle the sound of gear operation and dissipate shock loading.



AMSOIL Protection and Performance

Combining the industry's premier synthetic technology with AMSOIL premium additives, AMSOIL synthetic motor oils and drivetrain lubricants exceed the high performance demands of modern vehicles and equipment. AMSOIL synthetic lubricants consistently deliver superior protection and performance.

Aftermarket oil additives are not recommended for use with AMSOIL synthetic lubricants; use of aftermarket additives will detract from the delicate balance of the AMSOIL formulations and possibly lead to equipment failure. ■



Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

As an AMSOIL Dealer or Preferred Customer, you understand the importance of motor oil and its contributions to ensuring trouble-free, long-term vehicle operation. And you understand the value — in time, financial savings and reduced environmental impact — that can be realized using extended drain intervals. The days of the 3,000-mile oil change are gone, but many consumers still spend money unnecessarily — wasting time, labor and oil — by adhering to this antiquated schedule. Changing your motor oil to AMSOIL Signature Series Synthetic Motor Oil can extend an oil change out to 25,000 miles or one year. Additionally, your engine will receive the superb and guaranteed protection afforded by AMSOIL products. However, it's also important to understand that extended oil drains do not mean "fill and forget until the next oil change."

As discussed in the November 2011 Tech Talk, "... almost all cars consume some oil, which is normal and does not cause any issues with extended drain intervals." One of the most important gauges in your vehicle is the oil dipstick. When was the last time you used it? Checking your oil level regularly is a quick and easy way to monitor oil consumption that occurs during normal vehicle operation.

What is a normal rate of oil consumption? It depends on the vehicle, its mechanical condition, how it is driven and other factors. Engines with higher miles typically consume more oil than engines with

Change your oil once a year, but check it more often.

Most vehicles consume some oil, but maintaining proper motor oil levels helps ensure your vehicle is protected.

lower miles. One quart of oil for every 2,000 to 3,000 miles driven is considered normal oil consumption, but this is only a reference and varies from one vehicle to the next. Check a vehicle's oil level weekly until a pattern is discovered.

Let's suppose you have a vehicle with a five-quart oil sump where one quart of oil is consumed every 3,000 miles. After 3,000 miles, four of the original five quarts remain — a 20 percent reduction in oil volume. Consider a set of tires inflated to only 80 percent of recommended capacity. You could still drive on them, but fuel economy would suffer greatly and the tires would wear rapidly. There must be enough oil in the oil pan to cover the oil pump inlet, but not so much that the crankshaft can touch the oil. With a 20-percent reduction in oil volume, less oil is available to travel the oil gallery passages that supply lubricant to engine components. There is also less oil available to cool in the oil pan, which means the oil spends more time in the engine's high-temperature regions where heat and shearing conditions can reduce service life.

But motor oil must do more than just lubricate moving parts; it must also provide corrosion protection, control temperature and contamination, and serve as hydraulic fluid to actuate systems in newer engines. Lower oil volume means a lower volume of oil additives — antioxidants, detergents, dispersants, rust and corrosion inhibitors and anti-wear agents — all of which help motor oil perform its

many duties. The greater the amount of contaminants present in motor oil, the faster the oil additives are depleted. Keeping motor oil at the correct level ensures the maximum availability of vital additives.

Just as low oil levels affect engines, overfilling an engine with oil can be detrimental too. If levels become too high, it's possible the rotating crankshaft will touch the oil, aerating and whipping it into frothy foam. This action creates more crankshaft drag and reduces fuel economy. In addition, the oil foam creates air in the system that can degrade or destroy the lubricating film between moving parts, resulting in increased friction and wear. Excessive quantities of oil may be thrown on the cylinder walls and some of it will work its way up into the combustion chamber. This results in higher oil consumption rates, which reduces oil volume and eventually brings us back to the previous scenario.

Keeping engine oil topped off at the proper level is peace-of-mind maintenance that all drivers should make a part of their routines. ■

Common Questions About AMSOIL Synthetic Lubricants

Long-time customers and those new to AMSOIL often have questions about the company and its products. Some are looking for the basics, like the difference between synthetic and conventional oils, while others require more advanced information. The following represents a cross section of common questions AMSOIL receives.

What's the difference between conventional oil and AMSOIL synthetic motor oils?

Conventional petroleum oils are refined from crude oil, which is pumped from within the earth. The refining process, however, does not remove many of the impurities inherent in the crude oil. These impurities detract from the lubricating ability of the oil and contribute to deposit, sludge and varnish formation.

AMSOIL synthetic lubricants, on the other hand, are constructed in the laboratory using an engineering process that removes impurities. They have uniform molecular structures and are designed for specific lubricating applications. As a result, they provide improved performance in temperature extremes and are not as easily affected by the demanding operating conditions of modern engines. In addition, they last longer, increase fuel efficiency and produce fewer exhaust emissions due to increased resistance to elevated heat.

How can AMSOIL Signature Series Synthetic Motor Oil last 25,000 miles?

Signature Series Synthetic Motor Oil provides extended-drain performance because it is formulated with a durable foundation, extra additives and high Total Base Number (TBN). Its high-quality synthetic components and advanced formulation resist breakdown. Signature Series is formulated to prevent the formation of performance-robbing deposits and resist volatilization (burn off), which alters viscosity and increases oil consumption. Its superior additive package, a key element in an oil's ability to function, holds up under engine stresses and remains serviceable for the full recommended drain interval. The extended-drain technology behind Signature Series has been validated by 40 years of industry testing and hundreds of millions of over-the-road miles.

How can I justify the higher price of AMSOIL synthetic lubricants?

AMSOIL extended-drain synthetic motor oils are more expensive off the shelf than petroleum oils, but comparing them to other motor oils is like comparing apples and oranges. AMSOIL synthetic motor oils are designed to deliver enhanced performance and extended drain intervals, justifying any initial higher price. Like anything of real value, however, the true consumer cost doesn't end with the purchase price. AMSOIL motor oils are extremely cost-effective compared to conventional oils recommended for 3,000-mile drain intervals. In addition to the convenience of fewer oil changes, they help increase fuel economy while promoting long engine life, reducing maintenance.

Nonetheless, AMSOIL also offers the OE line of standard-drain synthetic motor oil, which is priced more comparably to other standard-drain oils.



Will using AMSOIL synthetic lubricants or practicing extended drain intervals affect my new vehicle or equipment warranty?

No. AMSOIL synthetic lubricants are Warranty Secure™. It is against Federal law for an original equipment manufacturer (OEM) to deny warranty coverage based on the brand of lubricant used. The Warranty Secure symbol informs consumers of this fact. Using AMSOIL synthetic lubricants in place of OEM-branded lubricants, or practicing extended drain intervals when using AMSOIL lubricants, does not void new vehicle or equipment manufacturer warranties. For complete information, visit www.amsoil.com/warrantysecure.



Can I use AMSOIL synthetic motor oils in a new or high-mileage engine?

Yes. AMSOIL synthetic motor oil is perfectly safe in either application. In fact, many new vehicles now leave the factory with synthetic motor oil already installed and recommended as the service fill.

Will synthetic motor oils cause engines to leak oil?

No. Synthetic oils do not cause engines to leak oil. In fact, AMSOIL synthetic motor oil is fully compatible with modern seal materials and is properly formulated to condition seals, keeping them pliable to prevent leakage.

Is there a recommended procedure for changing to AMSOIL synthetic motor oil?

There are no special requirements for changing to AMSOIL synthetic motor oil. However, in older vehicles with high mileage, it may be advisable to use AMSOIL Engine and Transmission Flush (FLSH) first. This will ensure the engine is clean and free of accumulated contaminants that may affect the service life of AMSOIL synthetic motor oil. Installation of an AMSOIL Ea® Oil Filter at every oil change is also recommended.

Can the AMSOIL CJ-4 synthetic diesel oils be used in older diesel engines?

Yes. AMSOIL Premium Synthetic Diesel Oil (DEO, DME) and OE Synthetic Diesel Oil (OED, OEC) are formulated with lower sulfur content to be compatible with 2007 and later high-speed, four-stroke diesel engines with exhaust aftertreatment systems, and they also exceed previous diesel oil specifications. They are suitable for use in older diesel engines calling for API CI-4 Plus, CI-4, CH-4, CG-4 and CF-4 oils.

Will AMSOIL Synthetic Motorcycle Oil cause my wet clutch to slip?

No. While some still believe the myth that synthetic lubricants are too "slippery" to provide optimum wet-clutch performance, nothing could be further from the truth. A properly formulated synthetic oil can actually provide improved clutch performance and feel. While automotive motor oils contain friction modifiers to increase fuel efficiency, they can interfere with optimum wet-clutch performance. Extreme-pressure (EP) additives associated with gear oils can often cause clutch slippage and related damage.

AMSOIL Synthetic Motorcycle Oil contains no friction modifiers or EP additives. It performs like a gear oil without the negative effects of EP additives.

Are AMSOIL synthetic motor oils and conventional motor oils compatible?

Yes. There are no issues mixing AMSOIL synthetic motor oils with conventional oils. Mixing oils, however, will detract from the performance benefits of AMSOIL synthetic motor oils. AMSOIL doesn't support extended drain intervals where oils have been mixed.

Does use of AMSOIL synthetic motor oil require use of a special oil filter?

No. Motorists may safely use conventional oil filters with AMSOIL synthetic motor oils. If using a different filter than an AMSOIL Ea Oil Filter, however, it should be changed according to the filter manufacturer's recommendations. AMSOIL Ea Oil Filters provide maximum performance and convenience. With guaranteed service intervals of 15,000 miles/one year (EA15K) or 25,000 miles/one year (EAO), depending on application, motorists using Signature Series Synthetic Motor Oil enjoy the convenience of once-per-year oil changes. Ea Oil Filters are constructed of synthetic media that provides increased filtering efficiency and capacity compared to conventional filters, helping engines achieve long life. ■





AMSOIL Becomes Title Sponsor of GNCC

AMSOIL recently signed a multi-year deal to be the title sponsor of the 13-round AMSOIL Grand National Cross Country series (GNCC), America's premier off-road ATV and motorcycle racing series. The grueling three-hour GNCC races lead as many as 1,500 riders through rugged off-road tracks ranging in length from eight to 12 miles, and the racing action is televised weekly on NBC Sports and RacerTVonline.com.

"Becoming the title sponsor of GNCC is a great opportunity for AMSOIL," said AMSOIL Race Program Manager Jeremy Meyer. "We've had a great partnership with the GNCC, its fans and teams, and we see cross-country racing as part of the core of ATV and motorcycle racing. The GNCC is introducing some innovative promotions through new resources, and that is something that excites us."

AMSOIL first partnered with GNCC Racing as a series sponsor, and later became a premier sponsor of the RacerTV television package on NBC Sports. AMSOIL will continue to be represented at all 13 GNCC events through AMSOIL-branded mile markers throughout the course,

increased track signage and the all-new AMSOIL GNCC logo. Additionally, AMSOIL continues its name-in-title sponsorship of Round 13 – the AMSOIL Ironman GNCC in Crawfordsville, Ind.



"We are very pleased to enhance our ongoing relationship with AMSOIL as the name-in-title sponsor of the GNCC Series," said Dean VanLeeuwen, GNCC Event Director. "We're looking forward to the new opportunities that AMSOIL will bring to the Series in 2013 and beyond."

The 2013 AMSOIL Grand National Cross Country series kicks off March 10-12 in River Ranch, Fla. with the 4th Annual Moose Racing River Ranch GNCC. See www.amsoilracing.com for a full schedule.



WITH JEREMY MEYER

Year after year, Terry Rinker continues to be the best powerboat racer in North America, and a recent second-place finish at the U.I.M. International Formula 1 event in the United Arab Emirates proves he also ranks among the world's best.

Another spectacular 2012 season was punctuated by his fourth enshrinement into the APBA Hall of Champions in January. It marked the third straight year that Rinker was considered the top APBA driver in his classes and the second straight year the Tampa, Fla. resident entered the hall with his son, Rob.

The Rinkers collected 10 series and national points championships in 2012, entrenching themselves as the first family in powerboat racing. Rinker Racing has been part of Team AMSOIL for the past 10 years, and all of us at AMSOIL congratulate the team on its success and look forward to another great year in 2013.

Silver, Bronze for Team AMSOIL

Martin and Tremblay earn hardware in Aspen

The spectacle of the ESPN Winter X Games has held different meanings for Team AMSOIL snocross racers Ross Martin and Tim Tremblay. While Martin has mirrored his AMSOIL Championship Snocross success at Winter X, picking up three medals over the years, Tremblay had never finished a race at the high-profile event. For one weekend, the stars aligned as both riders brought home some hardware from Colorado.

In the final, Martin and Tremblay were the odds-on favorites to stop Tucker Hibbert's run toward a sixth straight gold medal. Martin grabbed the early lead, with Tremblay in third behind Hibbert. A few laps in, Hibbert got around Martin, and a battle for second ensued between Martin and Tremblay. The running order stayed the same for the remainder of the race as the three top sleds stretched a sizable lead over the rest of the field. Hibbert won the gold, with Martin taking silver and Tremblay leaving Aspen with the bronze.



TORC Series Expands into New Markets

AMSOIL Cup race in Crandon highlights the 2013 season

The 2013 Traxxas TORC Series presented by AMSOIL schedule will keep with tradition, while also expand into new, historic racing markets. The AMSOIL Cup race will once again highlight the season as the annual showcase of the sport's top drivers will be held on Labor Day Weekend in Crandon, Wis. Along with return trips to Bark River, Mich.; Joliet, Ill.; Buchanan, Mich. and Lancaster, Calif., TORC will also unleash its field at the famed Eldora Speedway (owned by NASCAR star Tony Stewart) and Dodge City Raceway.

The season kicks off with a non-points shootout at the famed Primm Off-Road Raceway, held the same weekend as the historic Mint 400 desert race. The official championship chase starts in Dodge City, Kan. in mid-April and concludes in Lancaster, Calif. in September.

2013 TORC Series Schedule

March 22.....	Primm Off-Road Raceway.....	Primm, Nev.*
April 12-13.....	Dodge City Raceway.....	Dodge City, Kan.
May 10-11.....	Eldora Speedway.....	New Weston, Ohio
June 15-16.....	Bark River International Raceway.....	Bark River, Mich.
June 29-30.....	Crandon International Raceway.....	Crandon, Wis.
July 19-20.....	Chicagoland Speedway.....	Joliet, Ill.
August 10-11.....	RedBud MX.....	Buchanan, Mich.
August 31 - September 1...	Crandon International Raceway.....	Crandon, Wis.**
September 27-30.....	Antelope Valley Fairgrounds.....	Lancaster, Calif.**

*Traxxas Combine (non-points) **AMSOIL Cup Weekend ***Huseman Memorial Cup Weekend



Holiday Closings

The Edmonton and Toronto distribution centers will be closed Friday, March 29 for Good Friday.

PQIA Warns Consumers of Harmful Lubricants

The Petroleum Quality Institute of America (PQIA) has recently issued a number of consumer warnings regarding low-cost lubricants on the market that could damage engines and transmissions. PQIA issued an alert in January for Super XXX and Liberty Gold Plus SMO motor oils; an alert in December for Super Star, Royal Star, City Star and Royal lubricants; and an alert in November for City Star and Everclear automatic transmission fluids. Among the problems cited with the lubricants are very low viscosities, lack of additives and high silicon levels.

Synthetic Compressor Oil Quarts

AMSOIL PC Series ISO 100/SAE 40 Synthetic Compressor Oil (PCK) is now available in a redesigned quart package. Its formulation has not changed.



A.J. Amatuzio Signature Pen

Originally developed by NASA, this upscale Fisher Space Pen features a sealed pressurized ink cartridge. Writes from -30°F to 250°F, underwater, at any angle and upside down. Will not dry out in 100 years. Contains blue ink.

Stock #	U.S.	Can.
G2809	9.95	10.65

A. J. Amatuzio
A STORY WORTH TELLING

This 86-minute DVD documentary details the life of the man whose focus and determination created the synthetic motor oil industry, the depth of his commitment to quality and the benefits and science behind the technology of synthetic lubrication.



G2218
 \$6.95 (U.S.)
 \$7.45 (Can.)

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DRIVER OF THE YEAR

BRAD LOVELL



Protection from Startup to Checkered Flag

- Maintains oil pressure under extreme heat
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