AMSOIL MAGAZINE

▸ PREFERRED CUSTOMER EDITION

APRIL 2012

Superior Protection and Performance for Summer Equipment

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Two- and Four-Stroke Engine Applications and Lubrication Needs | PAGE 10

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AMSOIL P.i.® ranks among the most potent gasoline additives available today. As a concentrated detergent, it is outstanding in cleaning combustion chamber deposits, intake valve deposits and port fuel injector deposits. AMSOIL P.i. helps maintain peak engine efficiency, fuel economy, power and drivability in newer low-mileage engines. In engines with accumulated deposits, testing shows AMSOIL P.i. provides the following clean-up benefits after only one tank of gasoline:

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PAGE 6

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THE COVER

AMSOIL offers a full line of premium products to protect all types of summer recreational and work equipment.

From the President's Desk

There was a time when AMSOIL INC. was the only player at the table holding a synthetic motor oil card. We were an unconventional newcomer to a totally conventional club. We were the maverick. Our new oil threatened to shake up the industry, and there was absolutely no support for a 25,000-mile oil drain recommendation. Beyond that, our direct sales approach to marketing motor oil had never been seen before. To say we faced obstacles is a major understatement.

Despite all the push-back, we made it work. Our Dealers found AMSOIL customers. People were drawn to the quality of the product. They cared about their vehicles and recognized that our oil could have significant impact on the performance and longevity of equipment. They were willing to pay for quality. Others appreciated the extended-drain potential. It was convenient, cost-effective and lessened the environmental burden.

In virtually all cases, these AMSOIL customers were do-it-yourselfers. They changed their own oil, and in many cases the exceptional performance they received from AMSOIL motor oil carried over to other applications as our product line continued to grow.

This all holds true today. A great deal of our marketing effort is directed at the do-it-yourself audience. We advertise heavily in power sports magazines, including those dedicated to the off-road, motorcycle, marine and snowmobile markets. We dovetail that with our racing program, and our event sponsorships are focused on do-it-yourselfers, as well. We target diesel pick-up owners, engine builders, classic car owners and a whole host of specialty groups that are committed to performance and dedicated to maintenance. These do-it-yourself customers fit our profile perfectly, and Dealers continue to find great success in these markets.

And while the do-it-yourself market remains tailor-made for AMSOIL and continues to offer tremendous potential, that is not to say the landscape isn't evolving. Today's sophisticated engine designs and busy lifestyles are forcing people from their own garages to the garages of their local installers. Fewer people are changing their own oil, and penetrating the installer market should be a primary focus for Dealers. Every Dealer should have at least one installer to send his or her do-it-for-me customers to. Preferred Customers, too, may see potential in this market and view it as an opportunity to jump-start their own AMSOIL businesses.

The company is well-positioned for the challenge. Our XL and OE motor oils were introduced specifically to break down the installer market barriers. Gone now are the API warranty concerns and drain interval hurdles. The oils are priced competitively with other synthetic oils and offer generous profit margins for installers. They also cover the full range of oil change intervals recommended by auto manufacturers and satisfy the increased demands for customer convenience.

We have a lot of work to do, and with the determination of our Dealers I am confident we will get the job done. We introduced the world to synthetic automobile oil. We broke through the once-impenetrable 3,000-mile drain interval. We led the way in improving the quality of lubrication throughout the industry. And now it won't be long before AMSOIL motor oil is the synthetic oil of choice for installers from coast-to-coast.

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

What's in This Stuff Anyway?

It has been a long time since motor oil was just oil. In the 1930s a wax modifier was added to oil to address the problem of wax residue after the refining process. Thus began the use of additives in the formulation of motor oil. Today, motor oils contain a variety of ingredients designed to improve their performance capabilities.

SURFACE PROTECTION ADDITIVES

Anti-wear agents reduce friction and wear, help prevent scoring or seizure and help prevent metal-to-metal contact.

Corrosion and rust inhibitors are used to prevent corrosion and rust on the internal metal parts of the engine.

Detergents keep surfaces free of deposits.

Dispersants keep insoluble contaminants dispersed in the lubricant.

PERFORMANCE ADDITIVES

Pour point depressants enable lubricants to flow at lower temperatures by modifying wax crystal formation, thereby reducing interlocking.

Seal swell agents help to 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

Antifoamants reduce surface tension and speed the collapse of foam.

Antioxidants slow the rate of oxidation by decomposing peroxides and terminating free-radical reactions.

Metal deactivators are used to reduce catalytic effect of metals on the oxidation rate.

The more you understand the technology behind motor oil, the more satisfied you will be with AMSOIL.

Superior Protection and Performance for Summer Equipment

Boats

AMSOIL Formula 4-Stroke® 10W-30 (WCT) and 10W-40 (WCF) Marine Synthetic Motor Oils provide superior wear protection, viscosity stability, low volatility and excellent low-temperature fluidity in four-stroke gasoline-fueled marine engines.

AMSOIL hp Injector Synthetic 2-Cycle Oil (HPI) provides maximum protection and performance in direct fuel injected (DFI), electronic fuel injected (EFI) and carbureted two-cycle outboard motors.

AMSOIL INTERCEPTOR Synthetic 2-Cycle Oil (AIT) provides maximum protection and performance in two-cycle personal watercraft and jet boats.

AMSOIL DOMINATOR Synthetic 2-Cycle Oil (TDR) provides maximum protection and performance in high-performance and racing two-cycle boat motors.

AMSOIL Saber Outboard Synthetic 100:1 Pre-Mix 2-Cycle Oil (ATO) provides maximum protection and performance at lean mix ratios in pre-mix boating applications.

Motorcycles

AMSOIL Synthetic Motorcycle Oil provides superior multi-functional benefits for the special requirements of motorcycle applications. These exclusive AMSOIL formulations provide outstanding protection for hot-running American and foreign motorcycle engines, transmissions and primary chaincases.

AMSOIL 20W-50 Synthetic Motorcycle Oil (MCV) is recommended for liquid- or air-cooled four-stroke motorcycle engines calling for a 15W-50 or 20W-50 oil, while also providing superior protection for transmissions and primary chaincases.

AMSOIL 10W-40 Synthetic Motorcycle Oil (MCF) is recommended for liquid- or air-cooled four-stroke motorcycle engines calling for a 10W-40 or 20W-40 oil, while also providing superior protection for transmissions.

AMSOIL 10W-30 Synthetic Motorcycle Oil (MCT) is recommended for liquid- or air-cooled four-stroke motorcycle, scooter, ATV and UTV engines calling for a 10W-30 oil, while also providing superior protection for transmissions.

AMSOIL SAE 60 Synthetic Motorcycle Oil (MCS) is recommended for Harley-Davidson and big-bore motorcycles calling for an SAE 60 oil, while also providing superior protection for transmissions.

AMSOIL Ea Motorcycle Oil Filters feature full-synthetic technology, providing superior protection for motorcycles, ATVs, four-stroke personal watercraft, snowmobiles and outboard motors. Ea Motorcycle Oil Filters last longer, stop smaller dirt particles and offer less restriction, helping extend equipment and filter life and improve performance. Ea Motorcycle Oil Filters are fluted for easy removal. Available in black or chrome.

Lawn Equipment

AMSOIL Formula 4-Stroke® Synthetic Small Engine Oil (ASE) is a robust formulation ideal for the hot-temperature, severe-service operating conditions of four-stroke lawn care equipment. Formula 4-Stroke Synthetic Small Engine Oil resists heat and reduces oil consumption, and it provides excellent protection for transmission systems.

AMSOIL Saber Professional Synthetic 100:1 Pre-Mix 2-Cycle Oil (ATP) is formulated with exclusive AMSOIL synthetic base oils and premium additives, providing outstanding protection for two-cycle lawn care equipment. Designed for lean mix ratios, Saber Professional offers excellent lubricity and cleanliness properties, controlling friction and protecting against wear, plug fouling, ring sticking and exhaust port blocking.

ATVs

AMSOIL Formula 4-Stroke® Power Sports Synthetic Motor Oil (AFF) is specially formulated for four-stroke powersports equipment such as ATVs. Its broad viscosity range and wax-free formulation make it excellent for use in both hot and cold temperature extremes.

Formula 4-Stroke Power Sports Oil is wet-clutch compatible and contains no friction modifiers, making it ideal for both two- and four-stroke ATV transmissions. The friction-modifier-free formulation is designed to prevent clutch slippage, delivering maximum torque and power to the wheels – a critical feature for towing or high-horsepower engines.

Scooters

AMSOIL 10W-40 Formula 4-Stroke® Synthetic Scooter Oil (ASO) is formulated specifically to meet the special needs of today's high-tech air- and water-cooled four-stroke motorized scooters, offering superior wear protection and friction reduction for longer equipment life and cooler operating temperatures.

Formula 4-Stroke Synthetic Scooter Oil delivers exceptional shear stability, ensuring consistent viscosity protection and providing additional protection for transmissions and gear boxes. Its friction modifier-free formulation ensures wet-clutch compatibility and smooth clutch operation.

Dirt Bikes

AMSOIL 10W-40 Synthetic Motorcycle Oil (MCF) provides outstanding protection for four-stroke dirt bike engines, while also providing excellent protection for transmissions.

AMSOIL Synthetic 2-Cycle Oils provide maximum protection and performance in high-stress, high-revving two-cycle dirt bike engines, providing outstanding wear protection, controlling engine operating temperatures, helping increase power output, maintaining engine cleanliness and reducing smoke, odor and emissions.

INTERCEPTOR Synthetic 2-Cycle Oil (AIT) provides superior protection for two-cycle motorcycle engines.

DOMINATOR Synthetic 2-Cycle Racing Oil (TDR) is specially engineered to provide superior protection in high-performance and racing two-cycle engines. ■

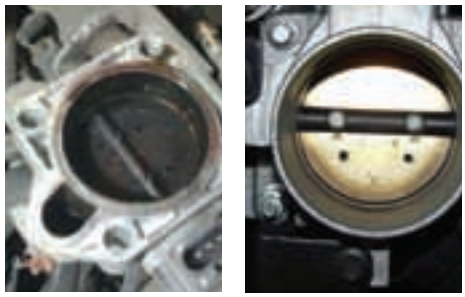
DEALER ADDS ***LIFE*** TO HIGH-MILEAGE CAR WITH AMSOIL

Dealer Dave McChesney of Johnston, Iowa knows AMSOIL products can extend the life of a tired engine.

He purchased a 2002 Ford Taurus SEL with a 24 valve, 3.0 V6 engine from a friend in 2010. The car had 165,000 miles on the engine. McChesney's friend was about to sell it to a salvage yard because he was "fed up with the vehicle," McChesney said. "He was similar to many people and had allowed the car to become neglected and abused."

McChesney resolved an engine sensor problem, and then used AMSOIL Engine and Transmission Flush. He installed AMSOIL Signature Series 0W-30 with an EaO11 Oil Filter.

He also installed an AMSOIL Ea Air Filter and changed the spark plugs and fuel filter.



Dealer Dave McChesney turned a high-mileage Ford Taurus into a powerful, dependable vehicle using AMSOIL products. The pictures show the throttle body before and after it was cleaned with AMSOIL products.

"I treated the fuel system with AMSOIL P.i. Performance Improver and the intake system with AMSOIL Power Foam," McChesney said. "The car genuinely ran like a different vehicle. The gas mileage went from about 15 mpg up to about 20 to 22 mpg — still below the 'rated' mpg, but a vast improvement for a vehicle with that mileage. My friend was amazed at how well it ran; it was like a new car."

McChesney said his wife, Elizabeth, was amazed by the way the car ran when she took it on a long road trip. She called him from the road and asked, 'does this car REALLY have over 160,000 miles on it?' She couldn't believe the power, smooth running and throttle response it had for the mileage and previous abuse the car had been through," McChesney said. "I paid $1,500 for the car. After running it up to 189,000 miles I sold it for $3,000."

That buyer is still driving the car. "She's still using AMSOIL at my reccomendation and has yet to have a single problem of any kind," McChesney said.

AEROBATIC PLANES ***SOAR*** WITH AMSOIL PRODUCTS

Dealer Jay Loftin of Cross Plains, Tenn. has been using AMSOIL products on his giant-scale aerobatic R/C airplanes for about 10 years. The engines are two-cycle, 50cc, custom-designed, with electronic ignitions and rear carburetors, Loftin said.

"I use two of the 1.5 oz. packets of AMSOIL Saber Professional 2-Cycle Oil for a 50:1 mix and AMSOIL Quickshot® fuel additive in my fuel tanks out of the box," he said. "Together the two products make a great-running combination for my airplanes."

He adjusts the carburetor after running about three gallons through the motor. "Once the motor is broken in and the carburetor adjustments are made, there seems to be little or no change in the motor performance. Using the 50:1 mix, AMSOIL performance is second-to-none; there are no burps or sputters while flying my aerobatic planes, and my motors run very smooth and stay at rpm ranges without hesitation. Temperatures also stay in operating range. I choose AMSOIL as my airplane motor oil for performance, quality and dependability."

Dealer Jay Loftin with one of his giant aerobatic planes that run smoothly with AMSOIL products.

Grease consists of base oils, additives and thickener.

Just like fluid lubricants, each component offers a unique set of benefits.

Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

For many, grease is a mysterious substance. People know it's there and that it's protecting their equipment's components, but questions remain on how it works.

It is important to first understand how grease differs from standard lubricating oils. Grease is made from many of the same components common to fluid lubricants, such as base oils, additives and viscosity modifiers; however, there is one important component that distinguishes grease from its lubricant counterparts: thickener. Thickeners make grease semi-solid or solid, so it can protect applications subjected to heavy loads, high temperatures and high impact.

Thickeners are used to give grease a consistent, gel-like structure that adheres to equipment surfaces. They can be made from a variety of substances, but typically fall into one of three categories: soap, non-soap or polymer dispersion. The chemical structure of each of these thickeners is complex and differs greatly depending on the type of thickener; for the sake of this article, we'll stick to the basics.

Soap greases are either simple or complex and are comprised of a variety of elements. For example, lithium is a simple soap-based grease. Lithium is the most widely used and versatile of the soap-based products; it accounts for at least 50 percent of domestic grease production. Lithium-based greases are often used in automotive chassis and wheel bearings, or as a general industrial grease. They are smooth and buttery in appearance and have a medium dropping point (up to 400°F). The dropping point is the temperature at which the base oil separates from the thickener and the grease can no longer adequately protect components. The higher the dropping point, the better protection the grease provides at higher temperatures.

Complex soap-based thickeners were developed to withstand higher operating temperatures in modern equipment. Aluminum-complex greases are a good example; they are often used in steel mills and rolling and plain bearings. They are typically smooth and slightly gel-like in appearance. Aluminum-complex greases also have high dropping points (above 500°F) and are resistant to water and softening, which enables them to provide protection in a variety of extreme environments. They are shear stable and resistant to washout; however, they often have poor rust and corrosion resistance.

Calcium sulfonate is a non-soap-based thickener. AMSOIL uses calcium sulfonate thickener in its Synthetic Polymeric Off-Road Grease, Multi-Purpose Grease and Water-Resistant Grease. Calcium sulfonate thickeners offer enhanced performance benefits by improving the performance of additives already contained in the grease for better wear protection, water-washout resistance, extreme-pressure performance and dropping point. This type of grease is a good candidate for off-road automotive applications and steel or paper mills where high temperatures and shock loading are common.

Polyurea non-soap-based thickeners are the most widely used non-soap thickener. They offer good oxidation resistance and thermal stability, which makes them very durable and ideal for use in sealed-for-life bearings.

The third type of thickener is a polymer dispersion thickener, sometimes referred to as a "specialty" thickener. In a polymer dispersion or specialty thickener, polymers are mixed with the base oil to produce a thickening effect. Silica is used as a thickening agent in some specialty greases and the result is a high-temperature, water-resistant grease. Carbon black and pigments are also used as specialty thickeners; however, they tend to have a consistency more similar to a very viscous oil as opposed to the more solid, stiff-like consistency of a grease.

It is important to remember the role grease plays in lubrication and the performance benefits it provides. Although many people have limited understanding of its finer points, grease is a necessary lubricant that offers extreme-pressure protection in numerous applications that couldn't perform properly without it. ■

Two- and Four- Stroke Engine Applications and Lubrication Needs

Two-stroke and four-stroke engines are designed differently and operate under different conditions, requiring different lubrication methods.

Internal combustion engines are used to produce mechanical power from the chemical energy contained in hydrocarbon fuels. The power-producing part of the engine's operating cycle starts inside the engine's cylinders with a compression process. Following compression, the burning of the fuel-air mixture releases the fuel's chemical energy and produces high-temperature, high-pressure combustion products. These gases expand within each cylinder and transfer work to the piston, producing mechanical power to operate the engine.

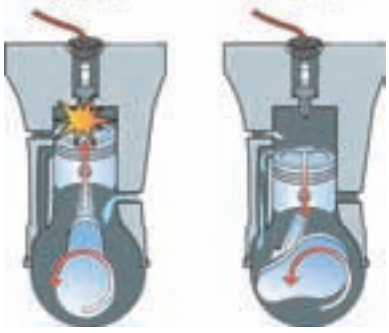
Each upward or downward movement of the piston is called a stroke, and the two commonly used internal combustion engine cycles are the two-stroke cycle and the four-stroke cycle. The terms "two-cycle" and "two-stroke," as well as "four-cycle" and "four-stroke," are often interchanged.

Two-Stroke and Four-Stroke Differences

The fundamental difference between two-stroke and four-stroke engines is in their gas exchange process, or more simply, the removal of the burned gases at the end of each expansion process and the introduction of a fresh mixture for the next cycle. A two-stroke engine has an expansion, or power stroke, in each cylinder during each revolution of the crankshaft. The exhaust and the charging processes occur simultaneously as the piston moves through its lowest or bottom center position.

In a four-stroke engine, the burned gases are first displaced by the piston during an upward stroke, and a fresh charge enters the cylinder during the following downward stroke.

Combustion cycle of a two-stroke gasoline engine



Intake/ Ignition | Compression/ Exhaust

Four-stroke engines require two complete turns of the crankshaft to make a power stroke, compared to the single turn necessary in a two-stroke engine. Two-stroke engines operate on 360° of crankshaft rotation, whereas four-stroke engines operate on 720° of crankshaft rotation.

FOUR-STROKE

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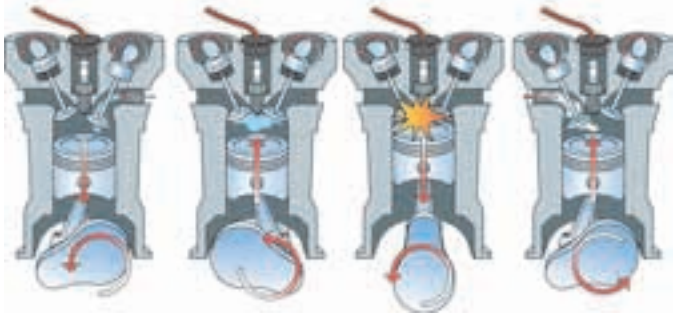
Applications

Two-stroke engines are generally less expensive to build compared to four-stroke engines, and they are lighter and can produce a higher power-to-weight ratio. For these reasons, two-stroke engines are ideal in applications such as chainsaws, weed eaters, outboard motors, off-road motorcycles and racing applications. Due in part to their design and lack of an oil sump, two-stroke engines are also easier to start in cold temperatures, making them ideal for use in snowmobiles.

Four-Stroke Lubrication

Four-stroke engines are lubricated by oil held in an oil sump. The oil is distributed through the engine by splash lubrication or a pressurized lubrication pump system; these systems may be used alone or together.

Combustion cycle of a four-stroke gasoline engine



Intake | Compression | Power | Exhaust

Splash lubrication is achieved by partly submerging the crankshaft in the oil sump. The momentum of the rotating crankshaft splashes oil to other engine components such as the cam lobes, wrist pins and cylinder walls.

Pressurized lubrication uses an oil pump to provide a pressurized film of lubricant between moving parts such as the main bearings, rod bearings and cam bearings. It also pumps oil to the engine's valve guides and rocker arms.

Two-Stroke Lubrication

Two-stroke engines collect some oil beneath the crankshaft; however, two-stroke engines employ a total-loss lubrication system that combines oil and fuel to provide both energy and engine lubrication. The oil and fuel are combined in the cylinder's intake tract and lubricate critical components such as the crankshaft, connecting rods and cylinder walls.

Oil-injected two-stroke engines inject the oil directly into the engine, where it mixes with the fuel, while pre-mix two-stroke engines require a fuel-oil mixture that is combined before being installed in the fuel tank. In general, two-stroke engines are known to wear more quickly than four-stroke engines because they don't have a dedicated lubricant source; however, high-quality two-stroke oil significantly reduces engine wear.

AMSOIL provides a full line of premium synthetic two- and four-stroke oils that provide outstanding protection and performance for recreational and work equipment. ■

Team AMSOIL rider Robbie Malinoski

Team AMSOIL Earns Rookie of the Year and Team of the Year Honors

With two drivers finishing in the top four, Scheuring Speed Sports takes top honors

Summer officially collided with winter as the AMSOIL Championship Snocross Series (ACSS) wrapped up in 80° temperatures at the Nielsen Enterprises Grand Finale in Lake Geneva, Wis. With snow levels dropping by the minute, the top snowmobile racers in the world embarked on a shortened track that included just one uphill section. Team AMSOIL/Judnick Motorsports rider Ross Martin and Team AMSOIL/Scheuring Speed Sports rider Robbie Malinoski both had opportunities to win the Pro title in Lake Geneva.

It was a hometown race for Martin, who lives about 30 minutes north of the southern Wisconsin town. The former champion needed a perfect weekend of racing to catch Tim Tremblay for the 2012 title, and he almost got it. He swept all the points available on Saturday, winning both heats and the final. He nearly duplicated his perfect day on Sunday with two heat wins and a second in the final behind Kody Kamm, who was competing in his first pro race after wrapping up the Pro Lite title on Saturday. Martin finished the season second behind Tremblay.

Malinoski had his sights set on adding to his three-win total this season. On Saturday, he pushed Martin to the finish line for second. On Sunday, a mid-race tussle with teammate Darrin Mees pushed him to fourth. Malinoski finished the season third, while Mees moved past Tucker Hibbert for the fourth spot.

"It was a good year," said Malinoski. "We picked up three wins and battled all season long. The team gave me a great sled every weekend and we are already looking toward next year."

For his fourth-place finish and overall consistency, Mees earned the ACSS Rookie of the Year award. The AMSOIL/Scheuring Speed Sports team, meanwhile, earned the ACSS Team of the Year award, finishing the year with two drivers in the top four, three wins and 15 podium finishes. Along with their success on the track, Scheuring Speed Sports set the bar off the track with pre-race autograph sessions, sponsor visits and school visits on behalf of the U.S. Air Force.

"What a great honor to be named Team of the Year," said team owner Steve Scheuring. "We had a great year on the track, but it sure is nice to be recognized for all the hours and hard work we put in behind the scenes. Thanks goes out to all our sponsors, especially AMSOIL, for making it a successful year."

ON THE BOX

WITH **JEREMY MEYER**

Could summer be here already? As temperatures soared past the 80° mark at the final AMSOIL Championship Snocross Series race in Lake Geneva, Wis. in mid-March, I was already thinking about the summer racing season.

Powerboat racer Terry Rinker, whose contract AMSOIL just renewed, started his season in Florida with a pair of wins. The Erik Buell Racing team, which added the talented Danny Eslick to the trailer this year, kicked off the AMA Pro Road Racing season in Daytona. And the latest AMSOIL venture, IHRA drag racing, started in late March in Arizona. Add in the starts of GNCC, ATV MX and Loretta Lynn's qualifying, and it was a busy month for racing.

There is still more to come as USAC and the AMSOIL National Sprint Car Championship get into full swing in April. The Traxxas TORC Series presented by AMSOIL starts in Charlotte April 20-21.

And to think, it's not even summer yet.

Barcia Roars to Massive Points Lead

Defending champ streaks to four straight wins

Team GEICO/AMSOIL/Honda supercross racer Justin Barcia is often referred to as "Bam-Bam," a nickname given to him for his aggressive riding style. The defending Monster Energy Supercross East Coast Lites champion is riding a bit smoother this season, but the early results are the same.

Barcia started the 2012 East Coast series with four straight wins before a third-place finish in Indianapolis March 17. The four wins showcased a more patient riding style, but there were still glimpses of the rider who has no trouble banging bars to get to the front.

"This season has been mind-blowing," said Barcia. "You would never expect a start like this, winning four in a row. This GEICO/AMSOIL/Honda team is unbelievable, and my bike has been perfect all year."

After five races, Barcia held a 22-point lead over Darryn Durham. Monster Energy Supercross runs through April before wrapping up May 5 in Las Vegas. AMSOIL is the Exclusive Official Oil of the circuit, which airs on CBS and SPEED.

Bryce Menzies Named Dirt Sports Driver of the Year

TRAXXAS TORC THE OFF-ROAD CHAMPIONSHIP SERIES PRESENTED BY AMSOIL

Red Bull/AMSOIL off-road driver earns sport's highest honor with championships in short-course & desert racing

With a dominant performance in 2011 that transcended both short-course and desert endurance off-road racing, Red Bull/AMSOIL off-road driver Bryce Menzies has been named *Dirt Sports* magazine's Driver of the Year.

As a rookie in the Traxxas TORC Series presented by AMSOIL Pro-2 class, Menzies went head-to-head with some of the series' biggest names last summer, including Rob MacCachren, Chad Hord and Jeff Kincaid. However, the 24-year-old Menzies was not intimidated, putting his foot into the fire right away at the opener in Buchanan, Mich. His driving style as a younger TORC racer is well-schooled, with obvious speed-to-burn as he broke the TORC Pro-2 track lap record at Crandon International Raceway in a race where top speeds exceeded 100 mph.

Along with winning the 2011 TORC Pro-2 title, Menzies also excelled in the wide-open style of racing on the Baja Peninsula. He won the Baja 500 on his way to the SCORE International Series championship, and he also won the SCORE event held in Laughlin, Nev.

"To win *Dirt Sports* Driver of the Year is just huge," said Menzies. "We had a lot of success this year and winning two championships is a testament to our team and our sponsors."

Menzies, along with teammate and defending TORC Series Pro 4x4 champion Ricky Johnson, will return to racing action at the TORC opener in Charlotte, N.C. April 20-21 at Charlotte Motor Speedway.

2012 TRAXXAS TORC SERIES PRESENTED BY AMSOIL SCHEDULE

April 20-21	Charlotte, NC	Charlotte Motor Speedway
May 26-27	Buchanan, MI	Red Bud MX
June 16-17	Crandon, WI	Crandon International Raceway
July 19-20	Joliet, IL	Chicagoland Speedway
August 11-12	Bark River, MI	Bark River Off-Road
September 1-2	Crandon, WI	Crandon International Raceway
September 29-30	Floresville, TX	Cycle Ranch MX

Star Stripe Cap

Navy stretch brushed cotton spandex Perfect Fit sandwich visor cap with embroidered logos and design. Available in regular (7 ¼ to 7 ½) and large (7 ½ to 7 ¾) sizes.

Stock #	Size	U.S.	Can.
G2909	Regular (7 ¼ to 7 ½)	14.75	15.80
G2910	Large (7 ½ to 7 ¾)	14.75	15.80

Front

Back

2012 Rally T-Shirt

Highlights AMSOIL as the Official Oil of the Sturgis Motorcycle Rally, Daytona Bike Week and Laconia Motorcycle Week. Constructed of 100 percent cotton. Sizes S-4X.

Stock #	Size	U.S.	Can.
G2977	S	15.75	16.85
G2978	M	15.75	16.85
G2979	L	15.75	16.85
G2980	XL	15.75	16.85
G2981	2X	17.50	18.70
G2982	3X	19.25	20.55
G2983	4X	21.00	22.45

AMSOIL DEALERSHIP OPPORTUNITIES AVAILABLE

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Motorcycle Octane Boost Wins Editors' Choice Award

AMSOIL INC. has been presented with the *Powersports Business* 2012 Nifty 50 Editors' Choice Award for Motorcycle Octane Boost, presented by the editors of *Powersports Business* and its sister publications for products and services deemed most interesting and potentially profitable.

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