

# AMSOIL

► PREFERRED CUSTOMER EDITION

MAGAZINE

NOVEMBER 2013

## MAINTENANCE A MUST FOR WINTER TRAVEL

| PAGE 8

Synthetic 2-Stroke  
Oils For Every  
Customer | PAGE 6





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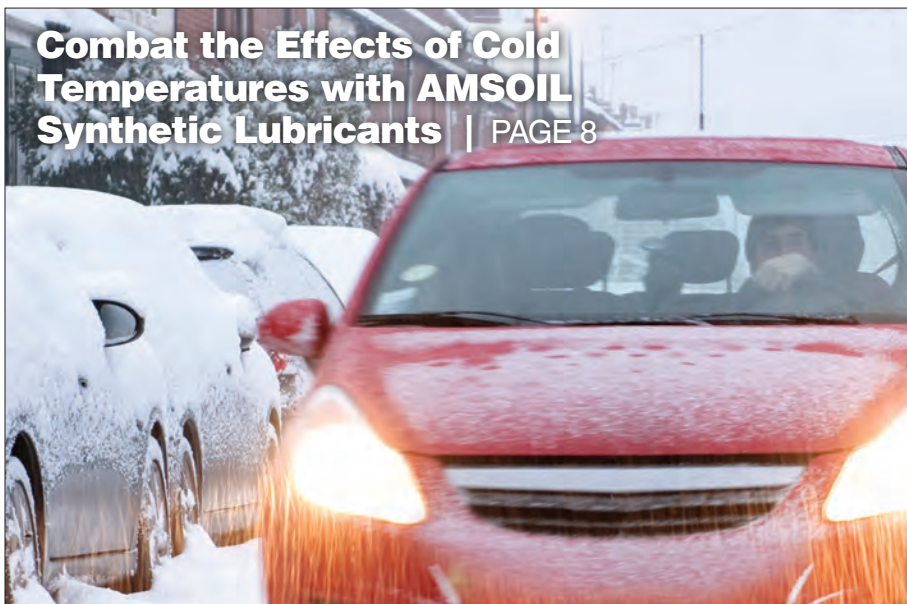
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## Combat the Effects of Cold Temperatures with AMSOIL Synthetic Lubricants | PAGE 8



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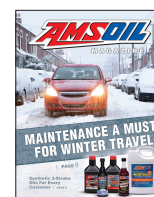
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### THE COVER

Keep vehicles running dependably and efficiently this winter with AMSOIL products.



# From the President's Desk

The photo you see here hangs in the lobby area of the AMSOIL building. It's the original AMSOIL plant and office building. It doesn't look like much now, in hindsight, but it

certainly served its purpose. I chuckle each time I see it. The gentleman who I purchased it from told me that every business that had ever occupied that building had become quite successful.

Times were different then, of course. I hesitate to say it was easier. It is never easy when you develop a new product and challenge an extremely large and established industry. Let's just say it was less complicated. Although our challenges were quite formidable, they were essentially straightforward and well-defined. We had to break through the conventional oil status quo established by the oil companies and auto manufacturers, then strike a chord with motorists. We battled through it.

We face a different set of challenges today. Our competition is no longer just conventional oil. With all the other synthetics now on the market, the bar has been raised. Motorists are becoming increasingly aware of synthetic motor oil, and they are bombarded with choices from virtually every company. It is no longer just a matter of educating consumers on the benefits of synthetic oil; it's a matter of educating them on the benefits of AMSOIL motor oil compared to all other oils, including synthetics.

The product offerings are much more extensive today. Forty years ago just a couple of viscosity grades would satisfy the entire market. Look what's available now. Seems like every couple of years a new viscosity is introduced. Who ever heard of a 5W-20 motor oil? Certainly no one in the 1970s.



Equipment design and government regulations have added complication. Smaller components in tighter configurations are generating more power and heat, placing greater demands on lubrication. And with fuel economy and emissions mandates becoming more extreme, lubricant

manufacturers are challenged to keep pace. Formulations must change at a faster rate than ever.

There are a lot more applications and unique lubrication requirements today. It used to be that your standard automobile motor oil could be used quite effectively in your car, motorcycle and lawn mower. Not so today. Specialized engines require specialized oils, and that adds complication from the formulation and manufacturing perspectives.

The market has shifted, as well. Driven by the complexity of engine design and the desire for convenience, motorists are changing their own oil less often. The shift to the do-it-for-me market is dramatic. Reports indicate that roughly 75 percent of all oil changes now occur at oil change facilities, and that is expected to climb to 80 percent in just a few short years.

The evolution of our industry has forced the evolution in the role of an AMSOIL Dealer. It's imperative that a Dealer today gains an extensive knowledge of our products and a clear understanding of the many markets we can reach. With so many specialized applications with precise lubrication needs and the increased competition in the synthetic lubricant market, customers look to our Dealers as

a source of expertise. The value our Dealers bring extends beyond the performance of our products. Our customers expect nothing but the best from AMSOIL, and our Dealers should embrace that as a challenge to deliver the absolute best possible service they can.

Moving forward, every AMSOIL Dealer should dedicate a concentrated effort on registering at least one installer as an AMSOIL account. Whether it's a quick lube facility or an independent repair shop, Dealers will need a source to satisfy the growing demand in the do-it-for-me market. The climate in our industry has changed, and with change comes opportunity.

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

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Executive V.P. /  
Chief Financial Officer

**Alan Amatuzio**  
Executive V.P. /  
Chief Operating Officer

**A.J. "Al" Amatuzio**  
President &  
Chief Executive Officer





# AMSOIL SYNTHETIC LUBRICANTS TARGET EVERYTHING BUT YOUR PREY

Preparation is key for a successful hunt. You spend hours scouting, trimming firing lanes, setting up your stand and dialing in the sights on your bow or firearm. Shouldn't taking care of your truck, ATV and other hunting necessities be part of that preparation? AMSOIL synthetic lubricants protect nearly all the tools you need for hunting, including Silicone Spray for your boots and MP for your firearms.

Make sure your equipment doesn't let you down when you need it most; make AMSOIL part of your preseason prep.

**Stay in the hunt.**

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# SYNTHETIC 2-STROKE OILS FOR EVERY CUSTOMER

While AMSOIL INTERCEPTOR® Synthetic 2-Stroke Oil (AIT) and HP Marine™ Synthetic 2-Stroke Oil (HPM) stand as top-of-the-line two-stroke oils for snowmobile and boat engines respectively, AMSOIL Synthetic 2-Stroke Injector Oil (AIO) was introduced in September as a lower-cost, multi-purpose synthetic oil for snowmobiles and outboard motors, providing customers the convenience of a snow and marine oil they can use year-round. AMSOIL now formulates a range of synthetic two-stroke oils for nearly every powersports enthusiast.



## UNDERSTANDING THE COMPLETE LINE OF AMSOIL SYNTHETIC 2-STROKE OILS

In terms of market positioning and performance level, Synthetic 2-Stroke Injector Oil can be compared to OE Synthetic Motor Oil. In contrast, INTERCEPTOR and HP Marine are analogous to Signature Series Synthetic Motor Oil. Whereas Synthetic 2-Stroke Injector Oil appeals to cost-conscious enthusiasts who value convenience more than premium performance, INTERCEPTOR and HP Marine appeal to hardcore enthusiasts who want the best protection for their machines.

Creating a tiered system satisfies all types of customers, including those who don't necessarily want the premium protection and performance offered by INTERCEPTOR or HP Marine, such as owners of older snowmobiles or outboards.

## RECOMMENDATIONS

INTERCEPTOR is the primary recommendation for avid snowmobilers who want the best protection for their sleds, including those equipped with newer high-performance engines like the Ski-Doo®/BRP® E-TEC® and the Arctic Cat® C-TEC2™.

HP Marine is the primary recommendation for boaters and anglers who want premium protection for their outboards, including Evinrude® E-TEC engines programmed to the factory-lean setting.

Synthetic 2-Stroke Injector Oil satisfies the needs of casual powersports users who prefer convenience and lower initial cost over premium performance.

DOMINATOR® Synthetic 2-Stroke Racing Oil (TDR) remains the primary recommendation for racing applications and dirt bikes. ■

## MORE OUTSTANDING AMSOIL SYNTHETIC 2-STROKE OILS



Excellent protection for small power equipment that requires a pre-mix oil.



Excellent protection for outboards that require a pre-mix oil.



# Maximum Hydraulic System Protection

Certain hydraulic systems, including those installed in log splitters, skid steers and small tractors, are often operated seasonally or intermittently, then stored for extended periods. Although checking and changing hydraulic oil is sometimes an afterthought, fluid maintenance is important to ensure optimum protection and performance and maximum equipment life.

AMSOIL synthetic hydraulic oils can provide significant benefits and cost savings over conventional hydraulic oils.

## Reduced Heat

The synthetic construction of AMSOIL synthetic hydraulic oils can reduce heat in hydraulic systems, leading to better viscosity retention; less varnish build-up, oxidation and component wear (including hoses); longer seal life; and better overall system performance.

## Cold-Weather Performance

Mobile hydraulic equipment often sits in the elements while on a job site, causing many conventional hydraulic oils to thicken in the cold and lead to equipment damage such as excessive pump wear due to cavitation, blown hoses, broken shafts and extended warm-up times that waste fuel. AMSOIL synthetic hydraulic oils are formulated for better cold-temperature characteristics than petroleum oils, helping reduce or eliminate many of these issues.

## All-Season Functionality

To eliminate some of the problems associated with temperature changes, many mobile hydraulic equipment owners switch oil viscosities with the seasons. AMSOIL synthetic hydraulic oils are high-viscosity-index formulations that can eliminate the need for seasonal changes. It's possible to run an AMSOIL ISO 32 or ISO 46 hydraulic oil successfully year-round in all but the most extreme cold conditions.

## Hose Life Preservation

Cold and heat wreak havoc on hydraulic system hoses and seals. Cold, thick fluid can cause pressure spikes and extremely hot fluid breaks down hoses and seals over time, leading to leaks and wasted hydraulic fluid. The superior cooling and flow properties of AMSOIL synthetic hydraulic oils help preserve hose integrity.

## AMSOIL Synthetic Anti-Wear Hydraulic Oil

AMSOIL Synthetic Anti-Wear Hydraulic Oil effectively inhibits oxidation to help prevent acid formation and viscosity increase, resist carbon and varnish deposits and inhibit rust and foam (providing smooth hydraulic operation). It contains an effective zinc-based anti-wear/antioxidant additive that controls wear in high-speed, high-pressure vane and gear pumps while meeting the lubrication requirements of axial piston pumps with bronze-on-steel metallurgy.

- Maximum cold-temperature performance
- Formulated for long life
- Superior anti-wear protection
- Contains rust, oxidation and foam inhibitors
- Hydrolytically stable and readily separates from water
- Available in ISO 22, 32, 46 and 68 viscosity grades



## AMSOIL Synthetic Multi-Viscosity Hydraulic Oil

AMSOIL Synthetic Multi-Viscosity Hydraulic Oil's blend of high-viscosity-index base oils and performance additives provides all-season protection and reliable operation at a lower cost. Its proven wear resistance and varnish-control deliver maximum hydraulic system performance and life, and it is additionally tailored to promote energy efficiency and foam suppression.

- Provides all-season performance at a lower cost
- Reduces maintenance costs
- Resists varnish, viscosity loss and chemical breakdown
- Increases system performance and responsiveness
- Helps reduce energy costs
- Available in ISO 22, 32, 46 and 68 viscosity grades

## AMSOIL Biodegradable Hydraulic Oil

AMSOIL Biodegradable Hydraulic Oil (BHO) is a premium-performance, ISO 46 hydraulic oil that exhibits high biodegradability and low aquatic toxicity, along with superior oxidative stability, excellent low-temperature performance and outstanding results in laboratory and extended-duration pump testing. It contains antioxidants that prolong oil life and foam inhibitors that help promote problem-free operation. ■







## COMBAT THE EFFECTS OF COLD TEMPERATURES WITH AMSOIL SYNTHETIC LUBRICANTS

Vehicle maintenance is an important part of preparing for winter months. Extreme winter weather can make breakdowns especially dangerous, and most people aren't aware of the effect cold weather has on conventional lubricants.

An oil's cold-temperature performance refers to its ability to flow when the *engine* is cold, or below typical operating temperature (212°F), and not simply to what feels cold to humans – warm summer days are also cold to an engine. Startup lubrication is directly affected by a lubricant's cold-flow ability, and the impact is felt at higher temperatures than most consumers would think. For example, in early 1991, General Motors halted sales of the Corvette ZR-1. Eight engines had seized at its Bowling Green, Ky. assembly plant. The temperature had only dipped to slightly below freezing and, at startup, hard-to-pump motor oil did not reach the front camshaft bearings and they were destroyed by lack of lubrication. GM responded by requiring the use of synthetic oil in the Corvette.

### Motor Oil

Most engine wear occurs at startup. Cold temperatures can render oil so thick it cannot flow through narrow passageways to protect critical components, increasing wear. The paraffins in conventional oil only worsen the problem. AMSOIL synthetic motor oils contain no paraffin, remaining fluid in frigid winter temperatures (down to -63°F) for easier starting, improved oil flow and excellent bearing protection. Their unique synthetic formulations allow them to flow in extreme cold and maintain high film strength in extreme heat for outstanding all-season protection.

### Transmission Fluid

Transmission fluids are also affected by cold temperatures. Since transmission fluid's ability to flow does not directly impact a vehicle's ability to start, cold-temperature transmission fluid performance is not foremost in the minds of consumers. It is affected, however, and does impact performance and wear. Automatic transmissions can shift harder in the cold, but changes in transmission performance brought on by cold temperatures are usually more pronounced for drivers who operate manual transmissions. As transmission fluid thickens in the cold, the synchronizers in manual transmissions cannot spin as quickly as they need to, which can severely impact the driver's ability to shift until the fluid is warmed enough to provide proper flow – and protection.

AMSOIL transmission fluids are wax-free and deliver extraordinary cold-flow properties. They help improve shift response, energy efficiency and warm-up times.

### Gear Lube

Gear lubricants with high viscosity at cold temperatures are less efficient and the gears require more energy to turn, resulting in reduced fuel economy. Gears and bearings in the differential and axle housing are splash-lubricated, and gear lubricants that are too thick at cold temperatures can starve internal components of lubrication, which can cause failure.

AMSOIL synthetic gear lubes' wax-free construction improves cold-flow

properties for maximum fuel economy and smooth cold-weather operation.

### Diesel Fuel

As the temperature drops, the wax naturally found in diesel fuel begins to crystallize. The point at which wax crystals form is known as the cloud point. These wax crystals eventually clog the fuel filter and starve the engine of fuel, preventing it from starting. While low-quality fuels may form wax crystals in temperatures as warm as 40°F (4°C), most fuels have a cloud point near 32°F (0°C). The point at which the crystals clog the fuel filter is known as the cold filter-plugging point (CFPP).

AMSOIL Diesel Cold Flow lowers the CFPP by up to 20°F (15°C) in ultra-low-sulfur diesel fuel (ULSD). It uses a jet-fuel-type deicer that disperses water to control ice formation throughout the fuel system. AMSOIL Diesel Cold Flow inhibits wax crystal formation, allowing fuel to flow to the engine more easily and improving diesel engine reliability in cold temperatures. AMSOIL Diesel Recovery quickly liquefies gelled diesel fuel and thaws frozen fuel filters in engines that haven't been treated with Diesel Cold Flow. ■

**Did you know?**  
AMSOIL Dominator® Coolant Boost significantly reduces engine warm-up times in cold weather. Enjoy warm air from your vehicle's heater faster on cold winter days by adding Coolant Boost to the radiator.





**Matt Erickson** | TECHNICAL PRODUCT MANAGER – PASSENGER CAR

## AMSOIL Engine Flush provides immediate engine sludge and debris removal.

AMSOIL synthetic motor oil will also clean deposits from your engine; it will just take longer.

People who are new to synthetic lubricants often ask what is the best way to switch from conventional to synthetic motor oil. There is still some confusion about changing to a different type of oil in vehicles, particularly older models that have accumulated many miles. A very small group of ill-informed individuals in garages, on street corners and on blogs still cling to old beliefs that synthetic motor oils will cause roller followers to “slip or skid,” or that switching to synthetic motor oil will cause issues in older engines. One common myth is that synthetics will cause older engines to leak oil.

These old ideas about synthetics causing engine problems are outdated and have been replaced by facts. The use of synthetic lubricants is growing rapidly because properly formulated synthetics offer benefits well beyond what conventional and synthetic blend products can provide. Many new passenger car and light truck vehicles come factory filled with synthetic lubricants — not just high-performance sports cars. Synthetic lubricants continue to be recognized more widely as the best choice for long-term care of expensive equipment. A coworker and I were recently discussing these and other myths surrounding synthetics. He recalled switching his and his wife’s vehicles over to AMSOIL synthetic motor oil. One vehicle had nearly 80,000 miles at the time, while the other had more than 115,000. For both, it was the first time running synthetics. He told me, “You know what happened? Nothing, except I noticed they both started easier in the winter — even when parked outside overnight. And now my wife isn’t wasting money at the quick lubes changing oil every 3,000 miles.”

In April 2013 AMSOIL published its Las Vegas Taxi Cab Field Study (G3118). This report details the results of installing Signature Series Synthetic Motor Oil and Signature Series Multi-Vehicle Synthetic Automatic Transmission Fluid into six taxis operating in the extreme desert conditions of Las Vegas. The cabs operated nearly continuously for the next year-and-a-half. After 100,000 miles a 2010 Dodge Charger was removed from service for teardown and analysis. Its engine components were examined, rated and found to be virtually sludge-free, with seals remaining in excellent condition. The test vehicle engines responded positively to and were protected by AMSOIL synthetic motor oil in the most demanding operating conditions, even while practicing extended drain intervals.

If you are looking at putting AMSOIL synthetic motor oil into a vehicle for the first time, there are a couple ways to approach the situation. You can jump right in and simply change the oil — draining the old oil, replacing the filter with an AMSOIL Ea® Oil Filter and pouring in fresh AMSOIL motor oil. Many people, like the coworker previously mentioned, do this with excellent results.

Another option is to flush your engine prior to installing AMSOIL synthetic oil. This process more immediately removes sludge and debris accumulated over time. The main difference between flushing your engine and just a normal oil change to synthetics is the rate at which the built-up debris is removed from older engines. When motorists change over to AMSOIL synthetic motor oil

without flushing, accumulated debris is cleaned from the engine over subsequent oil changes. When they use a flushing procedure, the cleanup is more immediate. Adding one bottle of AMSOIL Engine and Transmission Flush right before their next oil change will ensure the engine is clean and free of any accumulated contaminants that may be present. The steps are simple: Pour one bottle of Engine Flush into the oil fill port, idle the engine for 10-15 minutes, drain the oil and change the filter, then fill back up with the appropriate AMSOIL motor oil. AMSOIL Engine and Transmission Flush has a high-detergent chemistry formulated to remove built-up sludge and other deposits. The detergents work in a similar fashion as those already present in motor oil, just at a higher concentration. Therefore, AMSOIL Engine Flush cleans naturally, just like motor oil, but it does so more rapidly. The rapid clean-up does not break off large chunks that can cause an avalanche of debris to clog passages. Instead, it cleans at the molecular level, ensuring the deposits are dissolved and properly exit the engine with the oil when it is drained. This helps the new oil get off to a “clean start” and perform to its engineered capacity. By cleaning engines of deposits, it also improves operating efficiency, helps maximize fuel economy and reduces emissions.

In the end, there is no mandatory procedure for switching to AMSOIL synthetic motor oil. It all depends on the situation, and most importantly, the preference of the customer. Whether you drain and fill or flush, drain and fill, be confident that you’re putting the very best product into your engine. ■

# CHEMICAL COMPANY SAVES MONEY WITH AMSOIL METAL PROTECTOR

AMSOIL Metal Protector (AMP) is saving a water treatment chemical company in Texas a lot of money.

Global Water Treatment Chemicals, Inc. in Weatherford, Texas is a manufacturer and distributor of water-treatment chemicals for the United States and international markets. Its product line includes 2 5/8-inch and 3-inch chlorine tablets for the treatment of water in septic systems and swimming pools. The tablets are made from 65 percent granular calcium hypochlorite.

The tablets are created using two Stokes tablet presses, one for each tablet size. The granular calcium hypochlorite is fed into a cylinder on the press, and under 75 tons of pressure, a die presses the granules into tablets.

A significant amount of chlorine dust is created on the presses and components, and no matter how hard employees worked to clean and maintain the equipment, rust formed on the components.

"Eventually the rust would get to the point that the platform, cylinders and dies would need to be replaced," said Andrew Wojtaszczyk, vice president/COO/co-owner of the company. "Since replacement parts are no longer available for these presses, each part would have to be individually machine-tooled."

Wojtaszczyk said he tried many products in his efforts to extend the life of the parts.

"I tried WD-40, silicone sprays and every other type of product I could find, but nothing prevented rust from

forming (on the components) between production runs," he said.

Then, Wojtaszczyk discovered a can of AMSOIL Metal Protector in a friend's race car trailer.

"I tried MP and it worked," he said. "Whether the presses sit overnight or through the weekend, there's no rust where we have sprayed when we start up again."

Wojtaszczyk searched the Internet for AMSOIL in his area and discovered Dealer Gale Binder in Weatherford.

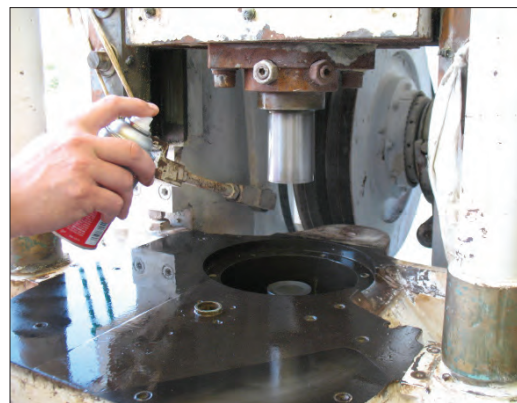
Wojtaszczyk ordered a case of MP. "I delivered it to his office that day, and since most customers don't order MP by the case, I was curious how he was using it," Binder said. "I signed him up as a commercial account shortly after. MP has been the catalyst to enable me to have other AMSOIL discussions with him."

At the end of each production run, the chlorine dust is vacuumed from the press and its components. The cylinder, die and platform are thoroughly cleaned, then sprayed with Metal Protector to prevent rust from forming on the bare metal parts between production runs.

"We were having to have these parts tooled about every six months for each press," Wojtaszczyk said. "Since we started using AMSOIL Metal Protector we do not have to replace these parts every six months. This saves us approximately \$24,000 each year in machine-tooling charges." ■



**AMSOIL MP SAVES MONEY** — Global Water Treatment Chemicals, Inc. uses AMSOIL MP to keep the parts of these presses from rusting, saving about \$24,000 a year.







**Jon Kaase**  
KAASE RACING  
ENGINES

# 5X Engine Master

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## WINNER OF THE 2013 AMSOIL ENGINE MASTERS CHALLENGE

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Jon Kaase is a premier race engine builder who has been turning wrenches since he was a kid. He followed his passion and learned everything he could from those he sought to emulate. "Now I'm the guy with young guys working for me," says Kaase, "and I'm hoping I'm the guy who teaches them and gets them to be successful."

The 2013 Engine Master, who has worked a lot with AMSOIL synthetic motor oil, had this to say about the experience after his qualifying run: "We're doing great with it. It makes great power and it doesn't ever give up. **We've never found anything that makes better power if you change it, and believe me we've tried.** We just made six or eight dyno pulls; the last one was the best. So what does that say about the oil? It did good."

**Accept No Substitutes.**



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WITH JEREMY MEYER

AMSOIL has been in business for more than 40 years now, while back in the business of racing for the past 15.

We have been humbled to sign some of the biggest names in their respective sports to sponsorship deals, including Mike LaRocco, Bob Teague and Scott Douglas. But a new campaign for AMSOIL kicked off during October's Monster Energy Cup in Las Vegas that focuses on the bridge AMSOIL helps create between today's stars and the stars of tomorrow.

"Building Legends, From Start to Finish" shows off the company's tie-in from amateur motocross racing through the Loretta Lynn's program, graduating into AMSOIL Arenacross and all the way to the pinnacle of the sport, Monster Energy Supercross.

At AMSOIL, we are heavily involved in the development of racers. And as they head toward future success, we will be there, from start to finish.

## Lovell Wins Traxxas Cup

Defending champion ends season with a pair of aces in Nevada.

AMSOIL Super Team driver Brad Lovell ended the 2013 Traxxas TORC Series presented by AMSOIL season with a pair of huge victories at historic Primm Off-Road Raceway. With nothing to lose after sealing up third-place in the final rankings during Friday's action, the 2012 *Dirt Sports* Driver of the Year came through in a big way Saturday, winning the 16th and final round of the regular series in the morning before returning in the afternoon to claim the prestigious Traxxas Pro Light Cup.

"When it's your day, it's your day," Lovell said. "What a way to finish the year. Wow, I couldn't be more excited! It wasn't easy, but now we're sitting here with two wins and a couple of big checks, and it seems like the weight of the world has been lifted off our shoulders."

Lovell closes the year with three victories and nine podium finishes in his #1 AMSOIL Nissan. In Saturday's first race, he got a great jump at the start and led wire-to-wire, holding off all challengers with ease. In the Traxxas Cup race, he slipped as far back as

third, but outlasted and eventually passed pole sitter Rafael Navarro and 2013 AMSOIL Cup winner C.J. Greaves. The perfect finish was a bit of redemption for Lovell, who had hoped to defend his Pro Light title.

"It feels good to be getting more in control of the truck," he said. "We started pretty rough at the beginning of the season, and that put us in a hole. I'm proud of the guys for fighting alongside me and never giving up. In the end, we're not that far back. One or two better finishes could have made a big difference."

AMSOIL Super Team driver Scott Douglas finished the 2013 Pro 4x4 class fourth overall with nine podiums, while Team AMSOIL driver Johnny Greaves won the class championship over Rob MacCachren (second) and Ricky Johnson (third).

In the Pro 2wd class, AMSOIL Super Team driver Chad Hord grabbed six podiums, including a win in Crandon, on his way to fourth overall. Bryce Menzies took the championship, while Rob MacCachren finished second and C.J. Greaves third.



# Tomac Guides Team USA to Silver

After a first moto wreck, Team AMSOIL star earns a podium finish at the FIM Motocross of Nations.

Team GEICO/AMSOIL/Honda's Eli Tomac overcame a scary wreck in his first race at the FIM Motocross of Nations to rebound for a podium finish in his second race, helping Team USA secure the second-place overall finish at the annual international event held in Germany.

"I didn't get a good start in the first moto," Tomac said. "As I spun off the line, I think my dirt was a little dry; I thought it was going to work, but it didn't. I went through the pack a little bit and was in third place at one point before I made a really big mistake that sent me flying over the bars."

Flying over the bars is an understatement. The bike came out from under Tomac while going over a big jump, and it was a long way down.

"I was flying through the air without my motorcycle, which was a little scary," Tomac said. "But I was lucky to get up, be healthy, get back on the bike and finish it out."

In the second race, the MX2 racers paired with the Open class, reuniting Tomac with former GEICO/

AMSOIL/Honda teammate Justin Barcia. Tomac got off to a much stronger start, setting up an all-too-familiar duel with Germany's Ken Roczen, who finished second to Tomac during the motocross season.

Tomac finished second in the moto, with Barcia coming in fourth. Team USA was knocked off the top podium spot following the final race of the day, when Ryan Dungey finished seventh and Barcia 11th.

Tomac, along with GEICO/AMSOIL/Honda teammates Zach Osborne and Jordon Smith, also competed at the Monster Energy Cup in Las Vegas October 19. Visit [www.amsoilracing.com](http://www.amsoilracing.com) for the results.

The 2014 Monster Energy Supercross season opens January 4 in Anaheim, Calif., where both Tomac and Wil Hahn will make their full-time debuts in the 450 class.



# Borich Wraps Up Fifth Straight Title

Team AMSOIL rider secures championship early.

With two weekends of racing still left on the schedule, Team AMSOIL pro ATV rider Chris Borich wrapped up his fifth straight AMSOIL GNCC championship in late September.

Borich battled with local rider Chris Bithell at the 11th round of AMSOIL GNCC action, the Car-Mate Gusher GNCC in Foxburg, Pa. While Bithell took the win, Borich was right on his tail, finishing second and clinching the 2013 XC1 title.

"It was a tough one out there today. It was definitely one of those days where you needed to slow down to go fast and make good

line choices, and that's what we were able to do today," Borich said. "It's kind of disappointing not winning today, but the bigger picture is winning the championship."

The 2013 season wrapped up October 26-27 at the AMSOIL Ironman in Crawfordsville, Ind. To watch Borich's 2013 championship season, visit [www.racertv.com](http://www.racertv.com). ■



## Synthetic Chaincase & Gear Oil Spouts Available While Supplies Last

The pour spouts included with each case/bottle of Synthetic Chaincase & Gear Oil (TCC) have been discontinued by the manufacturer. Until a suitable replacement is found, the spouts are available while supplies last.

## Ladies' Leather Motorcycle Jacket

Ladies' leather motorcycle jacket features debossed logo and "Ride Hard. Run Cool™" sleeve design. Zippered air vents with leather tabs on front and back, reflective piping on front and back, zippered wrist closures, two inside pockets (one zippered) and mesh inner lining. Runs small; order one size larger than you normally wear. Sizes M-2X.

Stock #	Size	U.S.	Can.
G3182	M	275.00	311.00
G3183	L	275.00	311.00
G3184	XL	275.00	311.00
G3185	2X	300.00	339.00



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## Cold-Temperature Storage Recommendations

Because cold-temperature storage can be detrimental to the performance of some AMSOIL products, AMSOIL offers the following storage recommendations:

**Lubricants:** Store at temperatures at least 10°F above the lubricant's pour point.

**Greases:** Store in a dry environment at temperatures above freezing (32°F).

**Gasoline Additives, Engine and Transmission Flush:** No adverse issues with cold-temperature storage.

**Diesel Injector Clean, Diesel Cetane Boost, Diesel Recovery:** No adverse issues with cold-temperature storage.

**Diesel Cold Flow, Diesel Injector Clean + Cold Flow:** Store at temperatures above 0°F.

**Brake Fluids:** Do not store at temperatures below -40°F for longer than two weeks.

**Heavy Duty Metal Protector, Metal Protector, Power Foam, Fogging Oil, Silicone Spray, Spray Grease, Heavy-Duty Degreaser:** No adverse issues with cold-temperature storage as long as products are allowed to warm to room temperature before use.

**Miracle Wash®:** Store at temperatures above freezing (32°F).

**Mothers® products:** Store at temperatures above freezing (32°F).

**Antifreeze and Engine Coolant:** Will not freeze. No adverse issues with cold-temperature storage.

**Coolant Boost:** Store above 32°F.

**Slip Lock®:** No adverse issues with cold-temperature storage. If product separates, heat to room temperature and shake well before use.





## 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](http://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.



## AMSOIL CLOTHING AND PROMOTIONAL ITEMS

Very limited quantities of the following AMSOIL clothing and promotional items are available while supplies last.

### Cobra Racewear Button-Down Shirt

High-quality button-down shirt is constructed of a 60/40 cotton/polyester blend. Includes left chest pocket, back yoke and tone-on-tone logo.



Stock #	Size	U.S.	Can.
G2862	S	47.75	53.95



### Speedway Cap

Embroidered logo and design. Velcro closure.

Stock #	U.S.	Can.
G2832	13.25	14.95



Back



Front

### Action Jersey

Exciting jersey is constructed of 100% moisture-wicking polyester.

Stock #	Size	U.S.	Can.
G2701	M	39.25	44.35



### Synthetics Cap

Embroidered logo and flame design. Velcro closure.

Stock #	U.S.	Can.
G2831	14.50	16.40



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November 2013

# New 2014 Calendars

# Available Mid-November

**NEW!**



The new 2014 AMSOIL calendar features AMSOIL products and their benefits. The full-color calendar also includes information on AMSOIL INC. and the list of AMSOIL firsts.

Stock #	Qty.	U.S.	Can.
G1105-EA	1	1.75	2.00
G1105-CA	10	15.00	16.95

\*Calendars also subject to shipping charges.

