

# AMSOIL<sup>®</sup>

▶ PREFERRED CUSTOMER EDITION

MAGAZINE

JULY 2014



# THE THICK AND THIN OF GREASE

| PAGE 6



Change Cabin Air Filters for Maximum Breathing Comfort and Heating/Air Conditioning Performance | PAGE 10

# Every Little Bit Helps

Strategies for improving fuel economy are continuously discussed in online forums and the news. **AMSOIL P.i.® has been proven to improve fuel mileage by an average of 2.3% and up to 5.7%.** Additional environmental benefits include reduced hydrocarbon emissions up to 15%, carbon monoxide up to 26% and nitrous oxides up to 17%.

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**The Thick and Thin of Grease | PAGE 6**

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**STAFF**

**Editor**

Kevin McBride  
Vice President, Marketing & Communications

**Associate Editor**

Joel Youngman

**Publication Manager**

Terry Johnsen

**Staff Writers**

Kathy Anderson  
John Baker  
Terry Johnsen  
Melissa Sander  
Joel Youngman

**Graphic Design Manager**

Jeff Spry

**Senior Graphic Designer**

Luke Boynton

**Content Contribution**

Jeremy Meyer  
Mark Nyholm

**Editorial Contribution**

Dan Peterson

**Advertising**

Ed Newman

**Back Issues**

Back issues of *AMSOIL Magazine* are available for \$1 each. Order G17PC and specify the month and year.

**On the Web**

www.amsoil.com

**President and CEO**

A.J. Amatuzio

**Executive Vice President and COO**

Alan Amatuzio

**Executive Vice President and CFO**

Dean Alexander

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AMSOIL INC.

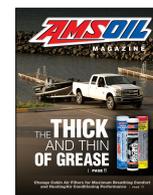
Communications Department

The AMSOIL Building

925 Tower Ave.

Superior, WI 54880

testimonials@amsoil.com



**THE COVER**

Thickeners systems play a key role in grease performance.

# From the President's Desk

I have always taken great pleasure in hearing the many wonderful stories from satisfied AMSOIL customers. I'm approached quite frequently, actually, and I always make time to listen. The stories I've heard could fill a book.

I have to chuckle, though, when I compare all these fantastic stories to some of the stories we heard in the early days when AMSOIL was the only synthetic oil on the market. A few were quite outrageous. Our synthetic oil was new to the world, and the extra level of scrutiny the consumers employed oftentimes skewed their logic.

There was a guy who owned a Ford F-150 and had his attorney send me a scathing letter. He was going to hang me from the rafters. His client had a serious knock in his engine and our oil had caused the problem.

So I called the attorney. After letting him vent for a while, I asked if his client had added anything to the oil. The attorney advised me, in no uncertain terms, that his client had not done that. I told him I stood behind my product and would be sure to make things right, but I needed to see a sample of the oil.

The attorney had the oil sent, and we tested it in the lab. Sure enough, a significant slug of the oil additive STP had been added in an attempt to thicken the oil. I sent the attorney the lab analysis, which was easy enough to understand. It clearly showed the abnormal peak that indicated the presence of the additive.

The attorney soon called. "I have to apologize," he said. "My client had lied to me. He claimed he hadn't added anything to the oil, and I believed him. I'm sorry for the nasty letter I sent you."

Another guy called with a serious problem. He was the president of the Singer Sewing Machine Company. He

was outraged and demanded he "talk to the boss."

"I just bought a new Buick," he said, "and I put your oil in and now have a helluva clatter going on in the engine. That damn oil ruined my new car, and I fully expect you to do something about it!"

I listened to him rant and rave for a couple more minutes, then calmly offered a suggestion. "Please, sir," I said, "before you jump to conclusions I would like you to take that car to the Buick dealership and have them take a look. I guarantee that the oil had nothing to do with the problem. They are going to find a mechanical failure in that engine. I guarantee it. But," I continued, "I would like you to call me back and tell me how it worked out."

Four or five days later he did call back. "You were right," he said, "it wasn't your oil at all. They found a bent pushrod. Please accept my apology." Which, of course, I did. We both knew that oil can't bend metal.

The prize, however, goes to the fellow who called me in a fury because our oil had severely compromised his driving pleasure. The polarity of our oil, he insisted, had caused his radio to fail. Apparently, that was some mighty powerful oil. Enough said on that.

Although we can look back at all of this with humor, we dealt with each issue seriously. And I was totally confident, even then, that our oil had been tested to the limits. I knew what went into our oil. I knew what it could do – and what it didn't do.

Today, of course, with the much broader understanding of synthetic oil as the

superior option, we don't see the frivolous complaints we once saw. Consumers aren't blaming the oil for all types of mechanical problems. But that hasn't changed our approach. If anything, we are even more aggressive in our efforts to ensure our products deliver total satisfaction and the AMSOIL brand remains forefront in the minds of consumers seeking the best.



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

**Dean Alexander**  
Executive V.P. /  
Chief Financial Officer

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

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



# PREMIUM PRODUCTS FOR POWERSPORTS

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# THE THICK AND THIN OF GREASE

UNIQUE THICKENER SYSTEMS GIVE EACH GREASE ITS DISTINCTIVE PERFORMANCE CHARACTERISTICS.

Grease manufacturing is a highly complex and detailed process that starts with base oil, thickener and additives. Base oil provides the lubricity and foundation consistency of grease while thickener constitutes the major structure of the grease, giving it a solid to semi-fluid consistency. Additives enhance its performance.

Greases perform their lubrication function over time by staying in place and gradually releasing oil into the working areas of the contact components. This function, performed by a thickener, can be compared to a sponge gradually releasing its liquid when squeezed. Mechanical shear and heat induce the release of its hold of oil.

## GREASE THICKENERS

Although the base oil and additives used to formulate greases are important, the thickener system has its own impact on the performance characteristics of the final product. The fiber structure provided by the thickener determines the mechanical stability and physical properties of the finished product. Simple thickeners typically provide adequate protection in moderate-temperature applications, while a complex thickener can withstand high operating temperatures and heavier loads. Non-soap thickeners can be made from a

variety of materials and deliver a wide range of performance results.

### Lithium and lithium-complex greases

are widely used and very robust; they account for at least 50 percent of domestic grease production. These greases have excellent shear stability, strong high- and low-temperature characteristics, resistance to softening and leakage and moderate water resistance. Additives are used to improve their washout- and corrosion-resistance. The generally well-rounded performance of lithium and lithium-complex greases has made them the product of choice for industrial and manufacturing environments.

Because lithium-complex grease can withstand higher temperatures than simple lithium grease, AMSOIL offers a number of high-speed, high-temperature lithium-complex greases for a variety of applications, including High-Viscosity Lithium-Complex Synthetic Grease (GVC), DOMINATOR® Synthetic Racing Grease (GRG), Synthetic Polymeric Truck, Chassis and Equipment Grease (GPTR1, GPTR2) and Semi-Fluid Synthetic EP Grease (GSF).

### Calcium, calcium-complex and calcium-sulfonate-complex greases

are known for their excellent washout- and water-resistance properties. Additives can provide these greases with strong resistance to corrosion, making them excellent for wet applications. Simple calcium grease is best used in low- to moderate-temperature applications and has acceptable stability at moderate temperatures. Calcium-complex and calcium-sulfonate-complex





greases have inherent extreme-pressure and load-carrying capability, as well as temperature limits similar to those of other complex greases, making them desirable as multipurpose greases. These greases are typically used in high-temperature industrial and automotive bearing applications and have more recently been formulated for use in food-grade applications.

Since they excel over other calcium greases in extreme-pressure applications, AMSOIL provides a number of synthetic calcium-sulfonate-complex greases, including Synthetic Polymeric Off-Road Grease (GPOR1, GPOR2), Synthetic Multi-Purpose Grease (GLC), Synthetic Water-Resistant Grease (GWR), Arctic Synthetic Grease (GEC) and Synthetic Fifth-Wheel Grease (FWG).

**Aluminum and aluminum-complex greases** are recognized for their excellent water resistance and inherent rust, corrosion and oxidation

resistance. At temperatures above 79°C (175°F), (simple) aluminum grease loses its shear stability and pumpability, while aluminum-complex grease has a maximum usable temperature of 177°C (350°F). Aluminum-complex grease is used for rolling-element and plain bearings, steel mill roll-neck bearings and high-temperature industrial applications. Some formulations of aluminum-complex grease can be used in food processing machinery.

Aluminum-complex thickeners are used in AMSOIL X-Treme Synthetic Food Grade Grease (GXC).

**Polyurea grease**, a commonly used non-soap grease, is used in industrial rolling-element bearings, automotive constant velocity (CV) joints and other ball-bearing applications. These greases provide impressive extreme-temperature performance, making them effective over a wide range of temperatures. They have inherent oxidation and wear resistance and good work stability. The durability of polyurea greases makes them well-suited for sealed-for-life components.

Because most AMSOIL synthetic greases are manufactured for consumer use, no AMSOIL greases feature a polyurea thickener.

**Bentonite (clay-based) grease**, another common type of non-soap grease, is usually used in extremely high-temperature applications because it has no melting point. Bentonite greases' maximum temperature is limited by the evaporation temperature of the base oil. These greases have

excellent water resistance, but require additives to increase oxidation and corrosion resistance. Because bentonite greases can leave a residue at elevated temperatures, the applications with which they are used require frequent lubrication.

Bentonite greases are most often used in some high-temperature bearings and in aerospace applications where temperatures are extremely hot. AMSOIL does not offer a bentonite grease.

### CHOOSING THE RIGHT GREASE

Because greases made with different thickeners have such different characteristics with regard to maximum temperature, dropping point and other performance characteristics, choosing the best grease for any given application is important. Consideration should be based on the high and low operating temperatures of a given application, whether those temperatures are sustained or intermittent, and the environmental conditions in which the application operates.

### AMSOIL SYNTHETIC GREASE

AMSOIL offers premium synthetic grease for a wide variety of applications, including over-the-road, off-road, automotive, racing and industrial. They are engineered from high-quality synthetic base stocks for optimum lubrication and their thickeners provide the necessary physical characteristics for enhanced durability and stability. Advanced AMSOIL additive packages enhance performance and deliver exceptional protection. ■





## AMSOIL QUALITY, VERSATILITY EARN PREFERRED CUSTOMER'S PRAISE, LOYALTY

Two years ago, Preferred Customer Jerry C. (last name withheld by request) of Hurst, Texas started using AMSOIL products after years of using Mobil 1 products. He has not looked back.

He uses AMSOIL products in his 2009 Honda CR-V, 2011 Toyota RAV4, 2012 Honda CR van and 2006 Chevrolet 3500 wagon van.

The variety of vehicles calls for a variety of AMSOIL products, and he uses Signature Series Synthetic Motor Oil, Signature Series Fuel-Efficient Synthetic Automatic Transmission Fluid (ATF), P.i.® Performance Improver (API) and Multi-Vehicle Synthetic Power Steering Fluid (PSF).

"By using the motor oil and transmission fluid, I am getting a one to two mpg increase," Jerry said. "The P.i. gas additive really keeps

all the vehicles running smooth all the time. I guess if I had to choose only one favorite product it would be the transmission fluid, although the complete package gives me the improvements I am after."

*"By using the motor oil and transmission fluid, I am getting a one to two mpg increase."*

His experience with AMSOIL products prompted him to become a Preferred Customer.

Jerry explained that he used Mobil 1 synthetic products from the time of their introduction in the 1970s.

Mobil 1 advertises its synthetic automatic transmission fluid as a multi-vehicle formula for use in high-performance automobiles, SUVs, SUTs, vans and other light trucks, Jerry said.

However, he said, the fluid can only be used for older vehicles (DEXRON® III etc.)

"I own three vehicles now that Mobil 1 does not supply product for," Jerry said. "That's when I decided to go with AMSOIL products. It has a full-synthetic automatic transmission fluid replacement for all vehicles, including the Toyota WS fluid, the Honda DW-1® and GM DEXRON VI. I have been using AMSOIL products for all my vehicles for about two years now and have been completely satisfied." ■



**Dan Peterson** | VICE PRESIDENT, TECHNICAL DEVELOPMENT

I think most people have an idea of what lubrication is and that it is required to keep moving parts moving and prevent them from coming into contact with one another. In other words, we want the lubricant to minimize the effects of friction and protect moving parts. Friction is both a positive and negative force in our daily lives. It is essential for everyday tasks such as walking, where friction gives you the ability to create traction between yourself and the ground. It is also the principle behind the braking systems found in automobiles. Friction can also be our enemy. The heat generated as a result of friction can cause damage. In the January 2014 edition of *AMSOIL Magazine*, we discussed that an oil's primary function is reducing friction. It does this by creating a film between surfaces to prevent contact, thereby reducing friction. However, lubricants are frequently needed to do more than just provide a slippery film between moving surfaces in contact. They are tasked to carry out several other functions, some of which might not immediately spring to mind when you think about engine oils or other lubricants. Let's take a closer look at six not-so-obvious lubricant functions.

**Transfer Energy:** Because fluid lubricants are not readily compressible, they can act as an energy-transfer medium, such as in hydraulic equipment or valve lifters in an automotive engine. This key property allows lubricants to be used in heavy equipment to transfer energy from a hydraulic motor to pistons, which provide the means to actuate shovels, forklifts, and so on. Automatic transmissions are another good example; the fluid inside the torque

converter creates and transfers energy to make the transmission work.

**Clean:** Lubricants maintain internal cleanliness by suspending contaminants within the fluid or by preventing the contaminants from adhering to components. Base oils possess a varying degree of solvency that assists in maintaining internal cleanliness. Solvency is the ability of a fluid to dissolve a solid, liquid or gas. While the solvency of the oil is important for maintaining cleanliness, detergents and dispersants play a key role. Detergents are additives that prevent contaminants from adhering to components, especially hot components such as pistons or piston rings. Dispersants are additives that keep contaminants suspended in the fluid. Dispersants act as a solvent, helping the oil maintain cleanliness and prevent sludge formation.

**Cool:** Lubricants are used to cool the parts of a component or machine while in operation – like a fan or air conditioner is used to cool the inside of a house. Reducing friction minimizes heat in moving parts, which lowers the overall operating temperature of the equipment. Lubricants also absorb heat from contact surface areas and transport it to a location to be safely dispersed, such as the oil sump. Heat transfer ability tends to be a trait of the base oil's thickness – lighter oils tend to transfer heat more readily.

**Seal-Out Contaminants:** Lubricants are used to seal components from outside contamination, like windows in a house or automobile. They can act as a dynamic seal in locations such as piston rings and cylinder contact areas to prevent contamination.

## There's more to lubrication than simply reducing friction.

A balanced formula is required for optimum performance in all areas of lubrication.

**Dampen Shock:** A lubricant can cushion the blow of mechanical shock, just as a shock absorber in a car dampens road vibrations and imperfections. A highly functional lubricant film can resist rupture and absorb and disperse these energy spikes over a broad contact area. When the mechanical shock to components is dampened, wear and damaging forces are minimized, extending the component's overall life.

**Protect Against Corrosion:** A lubricant must have the ability to prevent or minimize internal component corrosion. Lubricants accomplish this either by chemically neutralizing corrosive products or by establishing a barrier between the components and the corrosive material.

The important takeaway here is that lubricant quality is not about excelling in one performance area; rather, it's about the entire set of performance properties. This is another reason why AMSOIL synthetic lubricants provide such excellent value. In the key areas of quality, reliability and service life, AMSOIL synthetics are second to none. They not only excel in reducing friction, they provide across-the-board performance and protection in all crucial aspects of lubrication. ■



# Change Cabin Air Filters for Maximum Breathing Comfort and Heating/Air Conditioning Performance

Studies have shown that the air inside a vehicle has significantly higher concentrations of exhaust gases than the outside air. Trucks and automobiles produce an exhaust gas tunnel that enables harmful contaminants to be pulled into the following vehicles. Even though most newer vehicles are equipped with cabin air filters, many motorists are not aware they have them in their vehicles.

Cabin air filters are designed to filter contaminants from the incoming air to protect the occupants; the interior; and the heating, ventilation and air conditioning (HVAC) systems of the vehicles. Due to the small size of the contaminants entering the vehicle, cabin air filters require a high efficiency for very small particles. Target efficiency is to capture 100 percent of 0.5-10.0 mm silica particles. Cabin air filters use highly efficient media composed of cellulose and synthetic fibers, and are at times impregnated with carbon to reduce objectionable odors entering the vehicle. To maintain their effectiveness, cabin air filters should be changed according to the vehicle manufacturer's recommendations.



Cabin air filters are designed to increase quality of life and reduce negative health effects within the vehicle. Over 50 million Americans suffer from allergies, and by removing pollen and other allergens, cabin air filters help ease the discomfort associated with allergies. The filters also remove harmful gases and undesirable odors, and they prevent dust from accumulating on heat exchange equipment. Besides the dangers to driver and passenger comfort and health, a dirty cabin air filter can result in decreased heating and air conditioning performance caused by restricted airflow through the filter.

It's important that vehicle owners understand the benefits of changing cabin air filters. Improper servicing or continued use of a clogged cabin air filter may hinder a vehicle's HVAC performance and shorten the life of vital system components.

## **WIX and MANN-FILTER Cabin Air Filters**

AMSOIL carries high-efficiency WIX and MANN-FILTER cabin air filters.

WIX cabin air filters feature a multi-layer design that traps microscopic airborne particles. In addition, the filters incorporate an activated carbon layer to absorb gases and odors that can cause a variety of health problems.

MANN-FILTER cabin air filters offer optimum ventilation inside the vehicle through low flow resistance, filtering out spores, pollen, pollution, dust and exhaust consistently throughout the entire service interval.

Application information is available in the online Auto & Light Truck Application Guide. ■



## AMSOIL AEROSOLS OFFER PREMIUM PROTECTION AND PERFORMANCE

In the 1970s, the negative impact of fluorocarbons on the ozone layer led to the development of alternative propellants that were safe and environmentally friendly. Today, the aerosol method of dispensing products has widespread applications. AMSOIL offers a range of premium-quality aerosol cleaners, lubricants and protectants.



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## Rinker Pursues Eighth Formula 1 Championship

With a win in Bay City and a second-place finish in Quebec, the seven-time champion has another title in his sights.

### Bay City River Roar

Team AMSOIL powerboat driver Terry Rinker headed to the Bay City River Roar in Bay City, Mich. with his eyes set on capturing his second straight win on the USF1 Powerboat Tour. Hitting the holeshot with a perfect start, Rinker had to hold off Tim Seebold and a very aggressive Chris Fairchild, who passed Seebold on the first lap and began his 35-lap pursuit of Rinker.

Rinker drove hard and did everything he could to stay out front, while Fairchild found himself hampered in his attempts to get by lapped traffic. Rinker led the race wire-to-wire, while Fairchild finished second and Seebold third.

Rinker's son and teammate, Rob Rinker, took the win in the F2 Class final.

### Régates de Valleyfield

Rinker arrived north of the border for the Régates de Valleyfield in Salaberry-de-

Valleyfield, Quebec holding a 16-point lead in the USF1 Powerboat Tour points standings and looking for his third straight win. After earning the second starting position for the final, he lined up to the right of Seebold, who had drawn to within only 12 points of Rinker in the points standings.

At the drop of the flag, the race was neck-and-neck to the first turn, and by the third lap the leaders were already lapping slower traffic. Rinker pulled within one boat length of Seebold, but could not make the pass, settling for second place ahead of Fairchild.

With the strong second-place finish, Rinker maintained his lead in the points standings. The final race of the season takes place August 1-3 in Seattle, Wash., where Terry will attempt to secure his eighth Formula 1 championship.

ON THE  
**BOX**



WITH JEREMY MEYER

Former Team AMSOIL rider Mike LaRocco can now add "Hall of Famer" to his list of monikers. Known as "The Rock" during his 19-year motocross/supercross career, the Indiana native was recently elected to the AMA Motorcycle Hall of Fame.

The ceremony, which takes place in October at the AMA National Convention, cements LaRocco's place as one of the best riders in the sport's history. When he retired in 2006, he held the career record of 228 supercross starts. He also won two motocross titles and the 2000 FIM World Supercross Championship.

Those of us associated with AMSOIL remember LaRocco as the face of Team AMSOIL, joining forces with the upstart Factory Connection racing team in 1999. Soft spoken, but always a fierce competitor, LaRocco earned 69 outdoor-national podiums and 87 supercross podiums.

Personally, I will always remember two things about Mike: First, he always got faster as the race went on. Second, he helped make big air cool after jumping a 120-foot triple at Red Bud in 1992 on top of a Kawasaki 125. More than 20 years later that jump is still called LaRocco's Leap, and it is a rite of passage for up-and-coming riders.

LaRocco is still in the sport, and still working for Team AMSOIL. After a few years away, he returned to manage the GEICO/AMSOIL/Honda program in 2010. His success has continued, with riders Trey Canard, Justin Barcia, Eli Tomac, Wil Hahn and Justin Bogle all winning championships under his coaching.

From all of us here at AMSOIL, congratulations, Rock, on all of your accomplishments, and thank you for the ride.

# Double Duty

Team AMSOIL riders find success in multiple forms of racing.

## Larry Pegram

When Team AMSOIL/EBR riders Geoff May and Aaron Yates transitioned to the Superbike World Championship series this season, it created a golden opportunity for two new riders to join the team and climb aboard EBR superbikes for the AMA American SuperBike series. Veteran and one-time Team AMSOIL rider Larry Pegram jumped at the opportunity to not only race an EBR 1190 in competition, but to race under the AMSOIL banner again.

"After I adjusted to the extensive electronics package, the transition to the EBR bike has gone really, really well," said Pegram, who racked-up three top-10 finishes in a row to move up to 11th in the points standings. "It's wonderful to work so closely with Erik Buell, and it's a neat thing to be involved with a smaller company that's so responsive to any suggestions I make. I'm excited to be involved with AMSOIL once again too. AMSOIL products present a definite performance advantage in my bike, and I never stopped using them, but it felt like there was a hole in my program without AMSOIL corporate involvement."

It's been a busy season for Pegram, who is not only racing a new bike, but also breaking into a new form of racing. When he isn't speeding around the paved courses of the AMA circuit, Pegram is hitting the dirt in the Pro Super Buggy class of the TORC Series presented by AMSOIL.

Pegram's transition to TORC has also been successful. He's still searching for that elusive first win, but strong racing and consistent podium finishes have him leading the points standings as he seeks the season championship.

"With only one conflict in the race schedules, it has worked out really well for me to race both SuperBike and TORC this season," said Pegram. "There's a learning curve going from the bike to the buggy, but I really enjoy racing on the dirt. It takes me back to the racing I did as a kid, and I feel invincible in that buggy cage. I hope to continue racing superbikes as long as I can, but racing the buggy will keep me involved with

racing when I eventually retire from the bikes."

The AMA SuperBike season finale takes place September 13-14 in Millville, N.J.

## Andrew Carlson

Team AMSOIL snocross rider Andrew Carlson has experienced plenty of success on the snow. He just completed the best season of his career last winter, collecting four wins and 13 podium finishes on his way to finishing second in the AMSOIL Championship Snocross Pro Lite division, and he is looking to carry that momentum into next season.

Because snocross is a seasonal sport with a long off-season, many snocross riders turn to other forms of racing over the summer months. Carlson dove into the newly created TORC Series UTV division this summer, where he has managed to not only keep his driving skills sharp, but assert himself as a top contender for the season championship. With three wins and a second-place podium, he currently holds the UTV class points lead.

"The TORC Series has always been something that I have wanted to race in," said Carlson. "When the UTV class was announced, I saw it as the perfect entry point. Many have heard the phrase 'With age comes a cage,' but I view it more as an opportunity to trade some paint on a racetrack without risking my health in the off-season.

"I think my snocross experience goes hand-in-hand with UTV racing, especially on the mental side. Whether on the snow or the dirt, as soon as the green flag flies the only thing that matters is being the first person to the checkered flag. Both racing disciplines require immense amounts of focus, and though the dangers are different, they take very similar skill sets to master. I look at it as how can my racing in the off-season help me on the snocross track. Any time spent on a racetrack develops my racing skills and fuels my desire to win."

Carlson plans to expand his exposure to off-road racing, agreeing to drive a Pro Light truck at the season finale in Crandon on Labor Day Weekend.

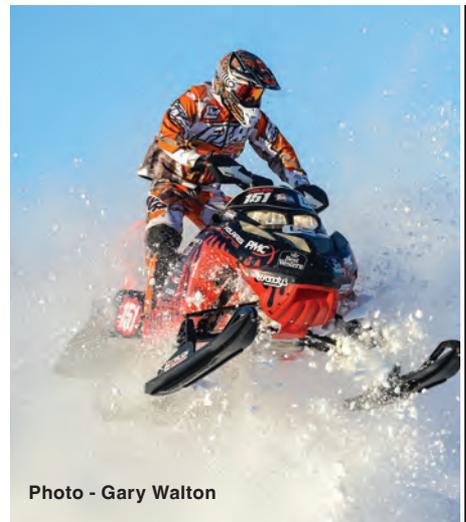


Photo - Gary Walton



Photo - Aaron Belford

LARRY PEGRAM

ANDREW CARLSON

### Holiday Closings

The AMSOIL corporate headquarters, U.S. distribution centers and Canadian distribution centers will be closed Monday, September 1 for Labor Day.

### U.S. Vehicle Population Grows

According to a recent IHS Automotive study, the average vehicle age in the United States is 11.4 years, while vehicle scrap rates are down and new vehicle registrations are up. In fact, there are 3.7 million (1.5 percent) more vehicles on the road since July 2013, representing the largest increase since 2005, and new vehicle registrations surpassed the vehicle scrappage rate by 24 percent over the 12-month study.

"IHS Automotive forecasts that the volume of vehicles zero to five years old will increase by 32 percent over the next five years while vehicles in the 6- to 11-year-old category will decline by 21 percent," said Mark Seng, IHS Automotive director of aftermarket solutions. "Because of improved quality and consumers holding their cars and light trucks longer, vehicles 12-plus years old continue to grow and will increase by 15 percent by 2019."

### Discontinued OAI Sample Kits

Oil Analyzers Inc. (OAI) sample kits sold prior to 2008 and addressed to Cleveland, Ohio are no longer being delivered to the laboratory. The lab moved to a different location in Cleveland after being purchased by a new owner, and the delivery contracts with UPS and the U.S. Postal Service have expired.

Although the vast majority of sample kits sold prior to 2008 have already been used, some unused kits may still be in circulation. If you have any kits with the Cleveland shipping address, they will not be delivered to the lab and should be discarded. These kits will not be replaced.

If you sent a sample to the lab at the Cleveland address and have not received results, you may contact Customer Service at 800-726-5400 to determine if the sample was received.

## 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.

### Mechanic Gloves

Fitted gloves offer great protection, shock resistance and dexterity. Constructed of four-way stretch knitted spandex with padded Clarino imitation leather palms and fingers, elastic neoprene cuffs and Velcro closures.

Stock #	Size	U.S.	Can.
G3065	S	24.50	29.70
G3066	M	24.50	29.70
G3067	L	24.50	29.70
G3068	XL	24.50	29.70
G3069	2X	26.50	32.10
G3070	3X	26.50	32.10



### Mega Folding Chair

Canvas folding chair with carrying case includes arm rests and two cup holders. Constructed with 600 denier fabric and 19 mm powder-coated frame. Provides maximum 330-lb. capacity.

Stock #	Wt. Lbs.	U.S.	Can.
G3046	8.0	29.00	35.30



### Ea® Air Filter Closeout Sale

The following AMSOIL Ea Air Filters (EAA) are being offered at closeout prices of up to 50 percent off. The AMSOIL product warranty remains in effect for four years from the date of purchase. Ea Racing Air Filters (EAAR) and Ea Universal Air Filters (EAAU) remain available.

#### Stock # General Applications and Model Years

EAA170	Dodge Caravan, Town & Country (01-10), Sebring, Avenger (07-10)/ VW Routan (09-11)
EAA484	Ford V6 V8 Explorer/ Lincoln V8 Aviator/ Mercury V6 V8 Mountaineer (02-10)
EAA210	Ford T-Bird (02-05), Freestar (04-07)/ Lincoln LS/ Jaguar (00-06)/ Mercury Monterey (04-07)
EAA103	Ford Trucks w/7.3L Diesel (94-98)
EAA224	Ford Fusion/ Mercury Milan (06-12)/ Lincoln Zephyr V6 3.0L (2006)
EAA88	Ford L4 V6 Ranger, Taurus/ Mercury Sable (86-00)/ Mazda B-Series Trucks (91-95)
EAA234	Acura TSX (04-08)/ Honda Accord w/2.4L (03-07)
EAA74	Infiniti, Nissan (81-13)/ Saab 9-2X (05-07)/ Subaru (90-09)
EAA104	Jeep V6 V8 Grand Cherokee (93-04)/ Nissan Frontier, Pathfinder, Titan (04-13)/ Infiniti QX56 (04-10)/ Suzuki Equator (09-12)
EAA200	Ford/Lincoln V8 Trucks & SUVs w/5.4L Engine (04-09)
EAA208	Audi (00-07)/ Volkswagen Beetle, Golf, Jetta Turbo Diesel (98-12)
EAA217	Dodge Stratus (01-06)/ Chrysler Sebring (01-06)
EAA23	AMC (71-78)/ Chrysler Family of Cars (57-89), Dodge Light Trucks & Vans (71-03), Jeep w/V8 Eng. (71-91)
EAA227	Ford Super Duty PU w/V10 6.8L Engine (05-07)
EAA52	GM Family of Cars (68-85)
EAA209	Volvo C70, V70, S70 (93-07)
EAA289	Ford Mustang (94-04), Ford Contour V6 2.5L HO (98-00)
EAA229	Acura RSX (02-06)/ Honda CRV (02-06), Element (03-06)
EAA207	Geo Prizm (90-92)/ Lexus (90-91)/ Toyota Celica (87-00)
EAA51	Chevrolet/GMC Trucks, Vans (80-91)
EAA82	Audi/VW (76-92), Chrysler Family of Cars and Trucks (84-01)
EAA218	Ford Crown Victoria (03-11)/ Mercury Grand Marquis (07-11), Marauder (03-04)
EAA124	Ford Tempo (92-94)/ Mercury Topaz (92-94)/ Ford Family of Cars (96-99)
EAA112	Chevrolet/GMC V8 Gas & Diesel Pickups (Heavy Duty)(96-on)
EAA128	Chevrolet L4 V6 Malibu/ Oldsmobile Alero/ Pontiac Grand Am (97-05)
EAA129	Ford Family of Cars (86-95)/ Various Caterpillar Equipment
EAA222	Ford Mustang w/5.4L (07-09)
EAA419	Ford Explorer (96-98)
EAA25	GM Family of Cars and Trucks w/Diesel Engines (78-85), Chevrolet/GMC Trucks V8 Diesel (88-97)
EAA240	VW L5 Beetle, Golf, Jetta, Passat, Rabbit (06-13)
EAA127	Chrysler Concorde, Dodge Intrepid/ Caterpillar 3508B & 3408E Engine (98-04)
EAA232	Honda Accord 3.0L (03-05)
EAA233	Volkswagen L4 and V6 Cabrio, Corrado, Golf & Jetta (92-02)
EAA118	Ford Pickup w/7.3L Diesel (99-00)
EAA49	Ford V8 F-Series, E-Series, Mustang, Bronco/Mercury (85-10)/ Lincoln Town Car (86-11)
EAA189	Dodge Ram P/U w/5.9L Turbo Diesel (03-09)



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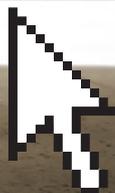
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