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M A G A Z I N E

JUNE 2013



New and Updated Aerosol Products

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TRUST IT.



"When you take that motor apart in the dyno room and see how great the bearings are, you are really proud to be an AMSOIL driver, representing a company that has products that good."

Scott Douglas
11x Off-Road Champion

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THE COVER

AMSOIL introduces new Spray Grease, while Miracle Wash® receives fresh new packaging.

From the President's Desk

It was in July, 40 years ago, that the very first AMSOIL Dealers set off to challenge conventional thinking and take the industry by storm with synthetic motor oil. We stood alone as the only synthetic oil, and car manufacturers and the other oil companies did what they could to stymie our progress. And while the obstacles were different then, much remains the same. If you would have asked me 40 years ago what it takes to build a successful AMSOIL business, my answer would have been the same as it is today.

Take a look at what appeared in this column in the 1970s:

The AMSOIL marketing plan is designed to provide opportunity for you to have your own business, become your own boss and earn a good part-time or full-time income. Many Dealers are doing just that, and they're doing it by sponsoring new Dealers regularly and building solid organizations under them.

Sure, I realize that many Dealers wish to use their AMSOIL businesses for extra income only, but why not make this extra income substantial? I feel too many Dealers are only scratching the surface of their personal potential when a little bit more effort would help them realize many of the things they want out of life.

Here's what I wrote in the 80s:

The AMSOIL opportunity is real. It works. But you must do your part to make it work for you. Thousands of career-minded Dealers before you know that AMSOIL offers more than their eight-to-five jobs ever did. They have become fully independent, are their own bosses and enjoy the personal freedom and financial rewards that are only limited by the

time and effort they are willing to spend on their businesses. They have learned that it takes both selling and sponsoring to grow this business. You can do it too.

This is from the 90s:

I have been emphasizing to our Dealers the importance of sponsoring and building a sales organization for over 20 years. During that time, many Dealers have taken this message to heart and are now successful AMSOIL Direct Jobbers. They found out that even though they could enjoy a certain level of success on their own, the highest levels of opportunity in this business could be achieved by multiplying their efforts through sponsoring.

I wrote this in 2003:

The most effective way to expand and build your business is to sponsor new Dealers and build a strong downline group. I have emphasized this point so many times, and I'll do it again in this message. And judging from the number of new Dealers we are seeing today, now is the perfect time to put your time and efforts into building your business through sponsoring.

There are many people today who have had their incomes reduced for one reason or another. They are looking for a way to earn extra money. You hold the key to helping many of them accomplish their financial objectives by bringing them into this business. By doing so, you not only help them but you help yourself. It's a win-win situation all the way around.

And finally, from earlier this year:

While many Dealers have gained skill in working all of the AMSOIL programs, the most successful Dealers are always diligent in their efforts to sponsor others. It's by introducing people to the AMSOIL business opportunity and providing support and guidance that the largest, most profitable and secure Dealerships are built. Sponsoring is, and always will be, the foundation of an AMSOIL business.

The exact same message spanning five decades. I think my point has been made.



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

Dean Alexander
Executive V.P. /
Chief Financial Officer

Alan Amatuzio
Executive V.P. /
Chief Operating Officer

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



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Having trouble?

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AMSOIL has built a reputation on the reliability of its products. Likewise, the company has committed itself to the highest standards regarding the information it dispenses. AMSOIL is a company built on facts, not hype. Whether studying information at www.amsoil.com, in *AMSOIL Magazine* or other product literature, the information you find is information you can trust.

The **Performance Tests** section of www.amsoil.com is loaded with the latest field studies and lab analyses demonstrating the capabilities of our leading products. Explore the new archive section of past performance tests too.



Performance Tests

See how AMSOIL products perform in the lab and in the field.

LEARN MORE

www.amsoil.com/performance-tests.aspx

The **Newsstand** includes a broad selection of articles on motor oils, diesel oils, two-stroke and four-stroke oils, drivetrain lubricants, filtration, greases, fuel additives and other miscellaneous products, plus articles and information on the quick-lube market and other important topics.



AMSOIL Newsstand

Browse the latest articles and videos to find out what's new at AMSOIL.

LEARN MORE

www.amsoil.com/news-articles.aspx

Make it a habit to **regularly visit these sections of AMSOIL.com to stay current** with important news and information.



The First in Synthetics®



New and Updated Aerosol Products

AMSOIL introduces new Spray Grease, while Miracle Wash® receives fresh new packaging.

Spray Grease

New AMSOIL Spray Grease (GSP) effectively reduces friction and wear, keeping components running clean and trouble-free for outstanding performance and long life. It applies quickly and evenly and is ideal for greasing hard-to-reach equipment, including hinges, springs and other common applications.

- Protects against wear and corrosion
- Lubricates moving parts for smooth, squeak-free operation
- Reduces mess

- Adheres to metal surfaces for long-lasting performance
- Quick, convenient spray gets to hard-to-reach places

Applications

- Hinges • Industrial Chains
- Latches • Slides • Winches
- Overhead Door Tracks
- Thrust Bearings • Gears • Cables
- Nuts/Bolts • Locks • Guide Rails
- Springs • Bushings • Ball Joints
- Pivot Points and all external moving parts

Spray Grease

Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail
GSPSC	EA	(1) 10-oz. Spray Can	0.7	4.45	5.80
GSPSC	CA	(12) 10-oz. Spray Cans	7.5	50.60	68.35

Spray Grease is not available in Canada.

Miracle Wash® Waterless Wash & Wax

Miracle Wash® Waterless Wash & Wax (AMW) is a unique dry car wash and wax that delivers outstanding performance and quick, easy and economical application. No water is required; specially formulated surfactants lift dirt and other particles from the surface and hold them in suspension. Miracle Wash then acts as a shield, protecting the surface from abrasion while you wipe the dirt clean.

- Requires just two easy steps – spray and wipe
- Leaves vehicles with a fantastic shine and tough protective finish

- No soap or water required
- Repels dust and light dirt
- Protects against the sun's ultraviolet rays
- Effective on virtually all non-porous and painted surfaces

Applications

- Cars and Trucks • RVs
- Motorcycles • Boats
- Kitchen Appliances • Countertops
- Windows • Mirrors
- And More

Miracle Wash boasts fresh new packaging; its pricing remains unchanged (although the case quantity has increased to 12 cans). The formula has changed slightly to reduce residue.

Miracle Wash Waterless Wash & Wax

Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail
AMWSC	EA	(1) 13-oz. Spray Can	1.0	7.25	9.40
AMWSC	CA	(12) 13-oz. Spray Cans	12.0	82.42	111.30

Miracle Wash is not available in Canada.

Turn Down the Heat this Summer

IN EQUIPMENT MEANT FOR WORK OR PLAY, AMSOIL SYNTHETIC LUBRICANTS PROTECT AGAINST THE HARMFUL EFFECTS OF INTENSE SUMMER HEAT.

MOTORCYCLES & DIRT BIKES

Long summer rides can cause inferior motorcycle oils to lose viscosity, especially in hot-running, air-cooled V-twins. The thinner oil fails to protect bearings and other critical components from wear. **AMSOIL Synthetic Motorcycle Oil** (MCV, MCF, MCT, MCS) resists the effects of extreme heat and maintains viscosity for reliable wear protection and performance. It is wet-clutch compatible and recommended for virtually all makes and models. See the Extreme Dyno Heat handout (G3116) for proof of performance.

MARINE

Today's two- and four-stroke marine motors run hotter and produce more power than their predecessors, inviting harmful deposits and wear. **AMSOIL HP Marine™ Synthetic 2-Stroke Oil** (HPM) prevents ring sticking and piston scuffing in the most demanding applications as either an injector oil or 50:1 pre-mix. **Formula 4-Stroke® Synthetic Motor Oil** (WCT, WCF) is formulated to meet NMMA FC-W performance specifications for all types of outboard and inboard four-stroke motors. **Saber® Outboard 100:1 Pre-Mix Synthetic 2-Cycle Oil** (ATO) contains low-temperature dispersants for excellent performance in water-cooled outboards. One mix ratio for all engines saves time and reduces confusion.

ATVs & UTVs

Whether used for racing, trail riding or heavy hauling, ATVs and UTVs share at least one trait: they pose significant challenges to the fluids that protect them. **AMSOIL Formula 4-Stroke® Power Sports Synthetic Motor Oil** (AFF) resists heat and viscosity loss to deliver outstanding protection in the toughest conditions.

LAWN & GARDEN

Lawn mowers, weed eaters, chainsaws and other equipment often run at high rpm and are air-cooled, increasing heat. **AMSOIL Formula 4-Stroke® Small Engine Oil** (ASE) helps keep equipment cool and running reliably. **Saber® Professional 100:1 Pre-Mix Synthetic 2-Cycle Oil** (ATP) provides one convenient mix ratio for all your equipment, saving time and reducing confusion. It resists deposits and reduces smoke.

SCOOTERS

AMSOIL Formula 4-Stroke® Synthetic Scooter Oil (ASO) is formulated for today's high-tech air- and water-cooled four-stroke scooters, offering advanced wear protection and friction reduction for cooler operating temperatures and long engine life. It is wet-clutch compatible and protects against corrosion during inactivity and storage.

FUEL ADDITIVE

AMSOIL Quickshot® (AQS) fights problems associated with ethanol, water and dirty pump gas. It helps clean varnish, gums and insoluble debris in two- and four-stroke engine fuel systems. Quickshot also stabilizes fuel between uses and during short-term storage.



Ford Super Duty Takes 2013 Diesel Power Challenge

The AMSOIL-sponsored 2013 Diesel Power Challenge took place May 7-9 in Denver, Colo., bringing back last year's winner, Erik Clausen, to defend his title against eight other competitors. Throughout a grueling week of broken parts and valiant efforts, the competitors found themselves in the midst of one of the most exciting challenges yet.

Day 1: Dyno Competition

Following an opening reception that gave competitors, staff and sponsors a chance to catch up and go over the rules and schedule for the week ahead, the 2013 Diesel Power Challenge kicked off with the dyno competition. The competitors arrived at ATS Diesel ready to push their trucks to the limit on the chassis dyno. After each truck took two pulls in an effort to turn out the highest horsepower and torque numbers, Banean Woosley and his 2005 Dodge Ram came out on top with 1,255.7 horsepower and 2,063 lb-ft of torque.

Day 2: Obstacle Course and Drag Races

Competitors arrived at Bandimere Speedway ready to test their trucks' speed, agility and hauling abilities by towing a 10,000-pound Bobcat through an obstacle course. Afterward, with the Bobcat still in tow, competitors lined up for the 1/8-mile drag race before unhooking the trailer to compete in a good old-fashioned quarter-mile drag race. The quickest went head-to-head in one final quarter-mile race. At the end of the day, Wesley Beech swept this round in his 2008 Ford Super Duty.

Day 3: Road Trip and Sled Pull

The third day of competition started with a 140-mile road trip through the scenic and snowy Rocky Mountains to gauge fuel economy.

Tony Rizzo dominated this event in his 2004 GMC, but the competition wasn't over yet. From there, it was off to the final event of the 2013 Diesel Power Challenge: the Sled Pull. Here, experience proved to be an asset as defending Diesel Power Challenge winner Clausen took the top spot, hauling the 50,000-pound sled the farthest with his 2008 Ford Super Duty.

Results

The leader board shifted constantly throughout the week, but in the end, Beech and his 2008 Ford Super Duty claimed the 2013 Diesel Power Challenge championship and an invite to next year's event to defend his title. No competitor faced the challenges endured by Paul Cato and his 2007 Dodge Ram. Despite setbacks in every event, including a truck fire at the Sled Pull, he managed to pull ahead and finish second overall. He also earned the Carnage Award for making it to the end in spite of numerous repairs and very little sleep. Buoyed by the strength of his opening-round dyno competition win, Woosley and his 2005 Dodge Ram took third. ■



Wesley Beech:
2013 Diesel Power Challenge Champion





Mark Nyholm | TECHNICAL PRODUCT MANAGER - HEAVY DUTY

Don't overlook greased components.

Ensuring equipment is properly greased can extend equipment life and reduce downtime.

How many of you who own a grease gun know how old the grease is inside the gun? I bet most people answered, "I'm not quite sure." Outside the heavy-duty and off-road industries, applications requiring grease are among the most overlooked when it comes to maintenance. That's partly because many equipment manufacturers are designing sealed-for-life components that require no additional lubrication. Nonetheless, there are applications that still require us to get out the old grease gun.

So, after first checking your owner's manual to see what needs greasing, your next question is probably, "What grease should I use?" This is a great question because there are lots of different greases on the market. Just like motor oil, grease can be chosen based on the intended application. Applications that operate in or near water or are frequently subjected to moisture, like boat trailers or ATVs, need a grease with exceptional corrosion protection that stays in place to keep out moisture. These greases are likely termed "water-resistant" or something similar, like AMSOIL Synthetic Water-Resistant Grease (GWR). Heavily loaded applications, like dozers or tractors, need grease to prevent wear and corrosion, seal out contaminants and resist impact. Heavy-duty applications require grease with superior adhesive qualities that will stay in place during demanding service. Such products are likely labeled "heavy-duty" or "off-road," similar to AMSOIL Synthetic Polymeric Off-Road Grease (GPOR). If you work with heavy-duty equipment, you know the importance of high-quality grease.

Although these two application examples might seem obvious, there are hundreds of others that can make people wonder if they are using the right grease. Oftentimes the equipment manufacturer will recommend a particular grease by providing the preferred NLGI grade and thickener system. This can be essential information for selecting the appropriate grease. The NLGI grade is a standard for grease consistency, or hardness. This nine-number scale runs from #000 to #6, with #000 being the thinnest, almost semi-fluid product, and #6 being very solid. By volume, most greases tend to be in the NLGI #0 to #3 range. There are several options because greases are purpose-built for specific performance.

Proper application and maintenance of grease-lubricated parts is essential to equipment performance and longevity. Grease-lubricated parts generally fail for one of the following four reasons:

1. The wrong type of grease was used. To ensure you are choosing the proper grease, be sure you understand specifics of the equipment, its operating environment and the loads or speeds the equipment endures.
2. The new grease is incompatible with the old grease. This typically results in excessive softening caused by the interaction of different thickening systems. This is normally identified by grease dripping or running out of the application. The safest strategy is to not mix greases, although there are published charts indicating which grease thickening systems are compatible.

3. The greased component was contaminated. This can happen in the pre-greasing stage from using a dirty grease-gun tip, not cleaning zerk fittings or using open containers of grease. Grease can also become contaminated from the introduction of water, dirt or chemicals into the lubricant while in the application.
4. Too much or too little grease was applied. Failing to maintain grease-related parts with adequate amounts of the correct lubricant can result in component problems, equipment downtime and costly repairs. The lack of grease can cause failure, but too much grease is often the primary cause of failure because the excess grease causes high temperatures, which in turn oxidizes the lubricant.

Grease life is affected by heat, mechanical stress and environmental conditions. As greases age, they tend to become dry and brittle and lose their fluid characteristics. Grease should be examined after as little as one year in storage to ensure the base oil has not significantly separated and that the grease has the proper consistency. Now, if you answered, "I'm not quite sure" to my first question, it's probably time to change out the grease in that gun. ■

A CLOSER LOOK AT GREASE

AMSOIL offers a full line of premium synthetic greases for a wide range of applications.

Grease Components

Grease is comprised of two basic structural components: a base fluid and a thickening agent. Different types and combinations of base fluids and thickeners, along with supplemental structure modifiers and performance additives, combine to give the final product its special lubricating properties.

Many different types of **base oil** may be used in the manufacture of a grease, including petroleum (naphthenic, paraffinic) and synthetic (PAOs, esters, silicones, glycols). Just as with motor oils and transmission fluids, the viscosity of the base oil is the most significant property. A lighter, lower-viscosity base oil is used to formulate low-temperature greases, while a heavier, higher-viscosity base oil is used to formulate high-temperature greases.

Thickener is added to the base oil in order to thicken it to a grease structure. The two basic types of thickeners are organic and inorganic. Organic thickeners can be either soap-based or non-soap-based, while all inorganic thickeners are non-soap-based.

Simple soaps are formed through a process known as saponification, where a fatty acid or ester (of either animal or vegetable origin) is combined with an alkali or alkaline earth metal and reacted with the application of heat, pressure or agitation. The fiber structure provided by the metal soap determines the mechanical stability and physical properties of the finished grease.

To enhance the grease's performance characteristics (including dropping point and load-carrying ability), a complexing agent may be added to the soap thickener to convert it to a soap-salt complex thickener. Greases formulated with soap-salt complex thickeners are referred to as

"complexes" and include lithium complex and calcium-sulfonate complex greases.

Additives such as extreme-pressure, anti-wear and friction-reducing agents are added to the grease to enhance performance, much like the additives in lubricating oils. Performance requirements, compatibility, environmental considerations, color and cost all factor into additive selection.

Grease Properties

Greases are classified into nine consistency grades (000, 00, 0, 1, 2, 3, 4, 5, 6) established by the National Lubrication and Grease Institute (NLGI). NLGI #000 greases are nearly fluid, while NLGI #6 greases are nearly solid. The most commonly used grease is NLGI #2. Softer grades are often used for improved pumpability or low-temperature service, while harder grades are used where leakage or sealing are particular concerns.

The Cone Penetration Test (ASTM D217) measures grease consistency. Under prescribed conditions, a standardized cone is allowed to drop into the grease for five seconds, and the level of penetration (in tenths of a millimeter) is measured to determine its NLGI consistency number. The higher the penetration number, the lower the consistency number.

Performance Specifications (Automotive)

The Standard Classification and Specification of Automotive Service Greases (ASTM D4950) sets performance specifications for automotive chassis (LA, LB) and wheel-bearing greases (GA, GB, GC), with the LB and GC specifications representing the highest performance levels.



DOMINATOR® Synthetic Racing Grease

NLGI #2, GC/LB

- High-performance and racing applications



Synthetic Polymeric Truck, Chassis and Equipment Grease

NLGI #1 AND NLGI #2

- Heavy-duty over-the-road applications, including tractors and trailers, delivery fleets, dump trucks, refuse haulers, utility fleets, emergency service vehicles and more



NLGI#	Penetration	Consistency	Food Analogy
000	445 - 475	Fluid	Cooking Oil
00	400 - 430	Semi-Fluid	Applesauce
0	355 - 385	Very Soft	Brown Mustard
1	310 - 340	Soft	Tomato Paste
2	265 - 295	"Normal" Grease	Peanut Butter
3	220 - 250	Firm	Veg. Shortening
4	175 - 205	Very Firm	Frozen Yogurt
5	130 - 160	Hard	Smooth Paté
6	85 - 115	Very Hard	Cheddar Cheese



Synthetic Multi-Purpose Grease

NLGI #2, GC/LB

- Heavy- and light-duty applications, including automotive wheel bearings



Synthetic Water-Resistant Grease

NLGI #2, GC/LB

- Vehicles and trailers frequently exposed to water, mud, snow and ice



X-Treme Synthetic Food Grade Grease

NLGI #2, NSF-APPROVED (FORMERLY USDA H-1)

- Food service and pharmaceutical industry equipment



Synthetic High Viscosity Lithium Complex Grease

NLGI #2

- Heavy-duty industrial machinery



Synthetic Fifth-Wheel Grease

NLGI #2

- Fifth-wheel hitches used in trucking and trailer applications



Synthetic Polymeric Off-Road Grease

NLGI #1 AND NLGI #2

- Heavy-duty off-road applications, including agricultural, construction, landscaping, logging and mining equipment



Semi-Fluid 00 Synthetic EP Grease

NLGI #00

- Leaky gear boxes in industrial and fleet applications, centralized lubrication systems, truck wheel hubs and applications that are difficult to service





Wil Hahn: Supercross Champion

Team AMSOIL rider wraps up first career championship

After winning both the East Coast and West Coast 250 Monster Energy Supercross championships in 2012, Team AMSOIL was poised to repeat the double effort in 2013 with a talented group of riders that included returning West Coast champion Eli Tomac.

At the end of the day, however, a surprise rider stole the show for the GEICO/AMSOIL/Honda team. Wil Hahn entered the 250SX Eastern Regional Championship as a contender, but staying healthy was the concern. Despite a few bumps and bruises along the way, Hahn headed to the season finale in Las Vegas with podium finishes in all eight East Coast races, including a pair of wins.

In Vegas, Hahn did exactly what he needed to do to wrap up the 250SX East championship, finishing in third just behind challenger Marvin Musquin to seal his first professional title by three points.

"This is dreamland for me," said Hahn. "To win the title with the GEICO/AMSOIL/Honda team, my second family, and share the stage with my mom, dad and brother – it's just beyond description."

Injuries have sidelined Hahn for a large portion of his Supercross career, but his ability to put another injury (hand) behind him helped the Kansas native reach the top this season.

"There have been times in my career when I doubted if this would ever happen, but the guys on this team never gave up on me," said Hahn. "Their faith in me pushed me to levels I didn't think were even possible. I don't even know what to say; this is like the best dream ever and I don't want to wake up."

For all the excitement experienced by Hahn, Tomac was equally exasperated after falling just short of defending his 2012 title. As the season started out, he lived up to the preseason hype, winning

the first three events before two crashes took him out of the race in Oakland. Tomac would win two more main events, but missed his second straight title by just two points.

"That's the way it goes in this sport sometimes," Tomac said. "We had a great season, winning five times, and I feel really good about my riding. All we can do now is rest up and try to do some damage outdoors."

The GEICO/AMSOIL/Honda team continues to chase championships as the AMA Outdoor Nationals started May 18 with the Hangtown National in Sacramento, Calif. See www.amsoilracing.com for the complete schedule.

Savvy Veteran Joins Team AMSOIL

AMSOIL partners with GNCC champion Chris Borich

Chris Borich knows a thing or two about winning championships. The 31-year-old Sunbury, Pa. native has won four straight AMSOIL GNCC XC1 Pro ATV championships heading into the 2013 season, and with five straight wins this season, a fifth straight title is on the horizon.

In late April, AMSOIL signed the four-time champion to be the company's flagship ATV rider in the AMSOIL GNCC Series. Already with 64 career wins, Borich can overtake Bill Ballance this season – who has 67 career wins – to become the most decorated ATV racer in AMSOIL GNCC history.

"The program that Chris has built is second-to-none in AMSOIL GNCC," said AMSOIL Race Program Manager Jeremy Meyer. "Simply put, he wins. He gets out

front and wins, or he works his tail off and catches the leaders on the last lap to win. Chris is a great addition to Team AMSOIL and our support of GNCC."

Borich hits the track for round six of the AMSOIL GNCC Series June 1 in Millfield, Ohio and June 15 in Masontown, W. Va. See www.amsoilracing.com for the complete schedule.



AMSOIL Amateur Arenacross Champions Crowned

26 national champions honored in Las Vegas

The fastest amateur Arenacross riders converged on Las Vegas' South Point Arena the first weekend of May for the 14th annual AMSOIL AMA Amateur National Arenacross Championships (ANAC), where 26 riders were crowned AMA National Champions.

With invitations to the ANAC on the line, amateur Arenacross races were held at select AMSOIL Arenacross events throughout the season. A total of 540 riders were seeking victory at the 2013 AMSOIL ANAC, featuring one of the most talented fields of competitors in history. The most-watched class of the weekend, the expert class, featured an intense battle that saw

Texas rider Cheyenne Harmon pilot his Honda to a national title, while the top-10 finishers in the class each earned a 250SX Class endorsement, making them eligible to compete in the 2014 Monster Energy Supercross series.

Reigning three-time AMSOIL Arenacross champion and Team AMSOIL rider Tyler Bowers was also on-hand for the event.



The fishing opener in Wisconsin is historically set for the first weekend in May, with the Minnesota opener on the second weekend. This year, many of the lakes were still covered with ice for the season openers.

While being "iced-out" was a major topic of conversation around here, we are undaunted in getting outdoors and helping the fishing season get started for the rest of the world.

Over the past three years, AMSOIL has taken advantage of its partnership with "The Next Bite" television show and its hosts, Pete Maina, Gary Parsons and Keith Kavajecz, to let North American anglers know that AMSOIL products can make their fishing adventures a little less stressful when they hit their favorite fishing spots.

AMSOIL has re-signed "The Next Bite" to a new three-year sponsorship, and with the inclusion of "John Gillespie's Waters & Woods," our presence in the market is expanding.

Hopefully by the time you read this, the ice is gone and we are spending our free time on local lakes and rivers, just like many of you.

Holiday Closings

The AMSOIL corporate headquarters and U.S. distribution centers will be closed Thursday, July 4 for Independence Day. The Edmonton and Toronto distribution centers will be closed Monday, July 1 for Canada Day.

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 "Opportunities" link at the top of www.amsoil.com (while logged into the Preferred Customer Zone) or order or download a Change of Status Form (G18US in the U.S., G18UC in Canada) from the Preferred Customer Zone.



Power Decal

Innovative LED backlit AMSOIL logo lights up automatically while driving at night, and shuts off after two minutes when parked. Works great on tinted windows. Easy installation; no tools required. Not recommended on windows that roll down completely. 5.5" x 3.75" logo.

Stock #	U.S.	Can.
G3122	22.95	24.55

Pro Racing T-Shirt

Features 50/50 cotton/polyester blend for comfort and durability. Sizes S-3X.

Stock #	Size	U.S.	Can.
G2642	S	13.75	14.75
G2643	M	13.75	14.75
G2644	L	13.75	14.75
G2645	XL	13.75	14.75
G2646	2X	15.50	16.60
G2647	3X	17.00	18.20

Back



Front



Ladies' V-Neck T-Shirt

Ladies' 100% cotton t-shirt with stretch features distressed logo. Runs small. If in doubt, order a size larger. Sizes S-2X.

Stock #	Size	U.S.	Can.
G3135	S	14.95	16.00
G3136	M	14.95	16.00
G3137	L	14.95	16.00
G3138	XL	14.95	16.00
G3139	2X	15.95	17.10



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- Quickshot[®]
- Motorcycle Octane Boost
- Shock Therapy[®] Suspension Fluid



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