

AMSOIL

ACTION NEWS

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The First in Synthetics

JULY 2002

Superior Drivetrain Protection



From the President's Desk...



I was looking over my mail the other day when I noticed a newsletter from Direct Jobbers David and Carol Bell. The back page of this newsletter was a reprint from a past issue of the *Pipeline*, the AMSOIL publication that preceded the *Action News*. It was a letter sent to me by Direct Jobbers Harold and Marcile Hartman. I had forgotten the details contained in this letter, but upon reading it again, I once again realized the positive effect AMSOIL has had on so many lives. Let me share a portion of Harold and Marcile's letter with you here. It is worth repeating.

Dear Al,

Marcile and I were farming in Nebraska and in 1956 we lost our crops during a hail storm, so I took a correspondence course in electronics and upon completing it went to work for Boeing Aircraft in Wichita for a salary of \$77.50 per week. In August of 1973 we became AMSOIL Dealers. The first month I used the products and was convinced they were top quality products. The next month I started working the business and reached my goal of over \$100 profit. This really excited me and the next month we reached the level of Direct Dealer and have never been below that level since.

By this time, Marcile saw the potential of the AMSOIL opportunity and she really became involved, too. We gave AMSOIL all we have for about 2-1/2 years, working almost every night selling, sponsoring, and holding meetings, often times out-of-town, getting home at 2 o'clock while still working full-time at Boeing.

By this time, our income from AMSOIL was more than double what I was making at Boeing. I had worked my way up to electronic tech. in engineering and was as high as I probably ever could go because of my lack of education, which was only a high school diploma. After we started our AMSOIL business, we bought some good motivational books

and tapes and would always listen to them going to and coming home from meetings. This really helped us with setting our goals and making decisions along the way and keeping us enthusiastic and in a positive frame of mind ALWAYS. With the encouragement from these tapes and books, we knew we were on our way to financial freedom and the kind of life that we both wanted to be in, helping other people get what they want out of life. We knew that if we helped enough other people get what they wanted through AMSOIL, our goals were guaranteed. This has always been our purpose; to help other people, and we have always found that it will come back one hundred-fold.

In 1976 I took a leave of absence to work AMSOIL full time and never returned to Boeing. Since our income from AMSOIL was a substantial amount, we were paying a considerable amount of income tax, so we started to invest in real estate for tax benefits. Again, I read some good books and got some good tapes on real estate, and we now own Hartman Properties, which consists of 40 pieces of property totaling in excess of 4 million dollars. Again, AMSOIL made this possible.

I have made several drastic changes in my life, going from the farm to Boeing, then from Boeing to full-time AMSOIL. A lot of people told me I was making a big mistake but there was never a doubt in my mind that I would reach my goal because I always knew where I was going and I had the faith and belief that with a positive attitude I would reach my goals. You have to believe in yourself before you can achieve anything. Dare to be different and above all, don't listen to people who tell you that you can't do it. It's up to you, it's your decision, not theirs.

We are very proud and thankful for having such a wonderful group of Dealers in our organization. We must give credit where credit is due to this group of Dealers, because none of this would have been possible without them. Our Dealers are like a family to us and we are proud and thankful for each and every one of them because without their help this story would not have been possible.

Last, but not least, is the AMSOIL company and all the staff, with such dedication and devotion that you don't find in most companies anymore. AMSOIL has it all, and that's because of you, Albert J. Amatuzio. You had a dream, a goal, and you wouldn't listen to the negative people that said you couldn't do it. So thank you from the bottom of our hearts. Because of you, we can now share our success story, too. There is much, much more that we could write on "How AMSOIL Has Changed Our Life," but it would take months... In our book, AMSOIL is the Greatest!

Harold and Marcile

Even though this letter is dated, it is absolutely as pertinent today as when it was written. There are many similar stories that could be told. Regency Platinum Direct Jobbers Harold and Marcile Hartman operate a thriving AMSOIL business today and their photo appears on the recognition pages of *Action News* every month. And just for the record, in my book, it's Harold and Marcile who are the greatest!

A handwritten signature in blue ink that reads "A. J. Amatuzio". The signature is fluid and cursive.

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

DEALERS IN ACTION!

AMSOIL Cools Tranny in Nevada Heat

Dwight Barr, Anderson, IN, likes to tell his AMSOIL story. In fact, he tells it to anyone who will listen. "It's easy to tell," Barr said, "because it's true. It's great stuff. I love it."

He's been using AMSOIL lubricants for more than 10 years. He puts 10W-40 and 10W-30 motor oils in his cars, lawn mowers, generator and trailer. He also uses AMSOIL Grease and Gear Lube.

Several years ago he installed an after-market transmission filter with a temperature sensor on his '98 Chevy dually.

"I watched the transmission temperature closely when going up hills while pulling my 37-foot, 17,000-pound 5th wheel camper."

Outside of Austin, NV, in 80-degree temperatures, he encountered a very steep hill and watched his tranny temperature stay consistently at 260 degrees.

He's a traveler, he said, and decided to try the AMSOIL ATF before the next pass by that particular spot.

"Keep in mind the same truck, the same trailer, the same hill and the same air temperature, and with the



AMSOIL IN THE TRANNY – Dwight Barr with his '98 Chevy dually outside his home in Anderson, IN. He uses AMSOIL lubricants to keep his truck running cool.

AMSOIL ATF, the temperature never got above 220 degrees," Barr said. "That is a significant reduction in anybody's book."

He spreads the word about AMSOIL at campgrounds he visits and refers people to the website or Steve Dunn, his own Dealer in Indiana. "I really like the products," he said. "I wouldn't change a thing."

AMSOIL Flows in Canadian Cold

From the Nevada heat to the cold of Canada, tales are told of the superior qualities of AMSOIL.

Ernie Berg, Nipawin, Saskatchewan, Canada, started using AMSOIL products this past winter on the recommendation of Darcy Wiklun, a friend and AMSOIL Dealer in Canada.

"He was speaking from experience, and I figured I would take his advice," said Berg, who is an industrial mechanic/hydro station operator for SaskPower, the provincial power provider. He was so impressed with AMSOIL, he became a Dealer.

He started with AMSOIL 5W-30 Motor Oil in his 1992 Chevy Lumina, 3.1 liter, V-6 when it had more than 98,000 miles on the engine.

"I was getting around 32 to 35 miles per gallon burning premium fuel and regular motor oil," Berg said. "When I changed over, I noticed an immediate increase in horsepower. I had more power with the air conditioner running than I had before without it running. My motor started running smoother and cooler."



CANADA COLD – AMSOIL Dealer Ernie Berg stands next to his 1992 Chevy Lumina at his home in Nipawin, Saskatchewan, Canada. Berg trusts AMSOIL to keep his car running at the lowest temperatures of a Canadian winter.

On his first road trip, Berg got 38 miles per gallon. Then he added the AMSOIL 2-Stage Air Filter. On his next trip, Berg got 43 miles per gallon. A significant savings for Berg, who said gas prices were at \$3.82 a gallon.

He typically averages 37 to 38 mpg now, he said.

The toughest test of the AMSOIL products came in January, when the temperature fell to -34°F.

"My battery was so low I had the car plugged in, but it barely turned over," Berg said.

The car did start, however.

"I found there was none of the usual tick-tick-tick of no oil in the top of the motor," he said. "The oil light went out immediately. My power steering was making more noise than the engine. I cannot tell you how impressed I am with AMSOIL."

"I tell anyone who will listen about this product and how it has benefitted me and my car. I will not be going back to conventional motor oils."

MONTHLY LE



**LaDonna Harrison
& LaVel Rude**
Minnesota
★★★Regency Platinum Direct
Jobbers
FIRST—Leaders in Total
Organization
Fourth—Leaders in Personal
Group Sales



Ray and Arlene Schmit
Minnesota
★★Regency Platinum Direct
Jobbers
Second—Leaders in Total
Organization
Second—Leaders in Personal
Group Sales



Leonard and Eunice Pearson
Washington
★Regency Platinum Direct
Jobbers
Third—Leaders in Total
Organization
Eighth—Leaders in Personal Group
Sales
Seventh—Most New Qualified
Dealers and Accounts



Members, Leadership Council
Mark and Sherree Schell
Idaho
★★Regency Platinum Direct
Jobbers
Fourth—Leaders in Total
Organization
FIRST—Leaders in
Personal Group Sales



George and Shirley Douglas
Florida
Regency Gold Direct Jobbers
Eighth—Leaders in Total
Organization
Tenth—Leaders in Personal
Group Sales
Sixth—Most New Qualified
Dealers and Accounts



Members, Leadership Council
Gerry and Patricia Reid
Virginia
Regency Gold Direct
Jobbers
Ninth—Leaders in Total
Organization
Fifth—Leaders in Personal
Group Sales



**Larry and Kathryn
Chambless**
Georgia
Regency Silver Direct
Jobbers
Tenth—Leaders in Total
Organization



Bud and Lorna Bourquin
Minnesota
Regency Direct Jobbers
Third—Leaders in Personal
Group Sales



Edwin L. Greenwood
Oregon
Master Direct Jobber
Fifth—Leader in Commercial
and Retail Marketing



Dave M. Mann
Michigan
Master Direct Jobber
FIRST—Most New
Qualified Dealers and
Accounts



Michael J. Mathe
Michigan
Direct Jobber
Second—Most New
Qualified Dealers and
Accounts



**Michael and Eileen
Kaufman**
Michigan
Executive Direct Jobbers
Third—Leaders in Most
New Qualified Dealers and
Accounts



David and Rebecca Reid
Virginia
Premiere Direct Jobbers
Fourth—Leaders in Most New
Qualified Dealers and Accounts

ADERS

April
2002

HALL OF FAME



Member, Leadership Council

Ora Mae Boardman
Virginia
Regency Platinum Direct
Jobber
*Fifth—Leader in Total
Organization*



David and Carol Bell
Texas
Regency Platinum Direct Jobbers
*Sixth—Leaders in Total
Organization*
*Second—Leaders in Commercial
and Retail Marketing*
*Fifth—Most New Qualified
Dealers and Accounts*



Member, Leadership Council

William and Judy Shirk
Maine
Regency Platinum Direct Jobbers
*Seventh—Leaders in Total
Organization*
*Ninth—Leaders in Personal
Group Sales*



Michael Ellis
Michigan
Regency Direct Jobber
*Sixth—Leader in Personal
Group Sales*
*Third—Leader in
Commercial and Retail
Marketing*



Daniel and Judy Watson
Florida
Regency Silver Direct Jobbers
*Seventh—Leaders in Personal
Group Sales*



David B. Richardson
Ohio
Direct Jobber
*Fourth—Leader in Commercial
and Retail Marketing*



**Charles Jr. and Judith
Burnell**
North Carolina
Direct Jobbers
*Eighth—Most New Qualified
Dealers and Accounts*



**David and Eline
Haunschild**
Texas
Premiere Direct Jobbers
*Ninth—Most New Qualified
Dealers and Accounts*



**Edward Smith and Linda
Sullivan**
Texas
Direct Jobbers
*Tenth—Most New
Qualified Dealers and
Accounts*

AMSOIL Hall of Fame members are recognized for their long-standing service, achievement and commitment to excellence.



**Bill and Donna
Durand,**
★★★★Regency
Platinum



Shirley Green,
Regency Platinum



Dorothy Hansen,
Regency Platinum



**Harold and Marcile
Hartman,**
Regency Platinum

HIGHER LEVELS OF

NEW DIRECT JOBBERS

Stuart & Anna Evanson
North Dakota
Sponsors: Ray & Arlene Schmit
Direct Jobbers: Ray & Arlene Schmit



NEW DIRECT DEALERS



Gary & Elizabeth Flatau
Minnesota
Sponsor: Paul Backer
Direct Jobbers: Ray & Arlene Schmit



Michael & Lori Ann Gorecki
Minnesota
Sponsors: Bud & Lorna Bourquin
Direct Jobbers: Bud & Lorna Bourquin



Scott M. Jensen
Washington
Sponsors: Leonard & Eunice Pearson
Direct Jobbers: Leonard & Eunice Pearson



Thomas J. Kaider
Florida
Sponsors: Daniel & Judy Watson
Direct Jobbers: Daniel & Judy Watson



James & Andrea Tully
Massachusetts
Sponsors: Richard & Betsy Johnson
Direct Jobbers: Richard & Betsy Johnson

NEW ACCOUNT DIRECTS

Jeffrey T. Bottila
Utah
Sponsors: Ronald & Sandra Ward
Direct Jobbers: Ronald & Sandra Ward



James & Charlotte Butler
Maryland
Sponsor: Sherry Dirksen
Direct Jobber: Sherry Dirksen



2500 Level Honors 2500 monthly commission credits 25 Dealers sponsored

Craig S. Heisey, *Georgia* Sponsor: Scott E. Parsons

2000 Level Honors 2000 monthly commission credits 20 Dealers sponsored

Alfred M. Dawes, *Manitoba* Sponsor: Peter E. Gregory

Robert Noffz, *Idaho* Sponsors: Gene & Danae Fine

David C. Austin, *Michigan* Sponsors: Bill & Donna Durand

Harry & Marlene Rakfeldt, *Oklahoma* Sponsors: Marvin & Donna Beck

Michael R. Funk, *Virginia* Sponsors: Raymond & Karen Peszko

James & Lisa Leach, *Georgia* Sponsors: Larry Jr. & Kathryn Chambless

Todd & Camilla Westfall, *Oklahoma* Sponsors: Michael & Eileen Kaufman

1500 Level Honors 1500 monthly commission credits 15 Dealers sponsored

Henry & Nancy Chenet, *Florida* Sponsors: Robert & Lisa Riley

Gary & Debbie Bruyette, *Florida* Sponsors: George Jr. & Shirley Douglas

John & Virginia Samko III, *Virginia* Sponsors: Gerry & Patricia Reid

Bruce J. Shilander, *Oregon* Sponsors: David & Eline Haunschild

Donald & Judi Schneider, *Wisconsin* Sponsor: Gary L. Parizek

RECOGNITION

April 2002

1000 Level Honors 1000 monthly commission credits 10 Dealers sponsored

Douglas & Marcia Clark, *Virginia* Sponsors: Raymond & Karen Peszko
Bryan A. Crisp, *Washington* Sponsor: Jeffery D. Miller
Philip Sarelis, *Michigan* Sponsor: David C. Austin
Alden H. Schetrompf, *Pennsylvania* Sponsors: I. Raymond & Joyce Stoltzfus

Jerry D. Tonkin, *Washington* Sponsors: Leonard & Eunice Pearson
Dennis & Allie Wood, *Washington* Sponsor: Bryan A. Crisp
Gary M. Vivian, *Florida* Sponsors: George Jr. & Shirley Douglas

500 Level Honors 500 monthly commission credits 5 Dealers sponsored

Donald & Priscilla Boyer, *Georgia* Sponsor: Larry Jr. & Kathryn Chambless
Richard & Lynda DeLuca, *California* Sponsors: Larry & Kathleen Gray
John & Dana Bare, *Alberta* Sponsor: Greg M. Desrosiers
Brian & Barbara Beary, *New Jersey* Sponsor: Lawrence Gaincola
Kenneth & Denise Geer, *California* Sponsor: Marcus "Burke" Hinman
Gilmore & Emma Borslien, *Minnesota* Sponsors: Jerald & Irene Wilson
Lee & Bernice Hinds, *Minnesota* Sponsors: Ray & Arlene Schmit
Mark & Michelle Brooks, *Wyoming* Sponsor: Shane M. Bradley
Joesph S. Costin, *Maryland* Sponsor: John E. Doyle
Mark G. Horstman, *California* Sponsors: Larry & Kathleen Gray
Elmer & Irene Hallstrom, *Washington* Sponsors: William & Mary Rigdon
Henry C. Ihnfeldt, *Arkansas* Sponsors: Donald & Lina Nichols

Thomas & Charlotte Langley, *Minnesota* Sponsors: Mickey & Becky Moe
Thomas Reichensperger, *Minnesota* Sponsor: Steven Hanson
N.P. & Barbara Rust, *Tennessee* Sponsors: Bill & Donna Durand
Hadley & Verda Seeklander, *North Dakota* Sponsor: Renate M. Goehring
Wayne C. Skinner, *New York* Sponsors: Ken & Cindy Marland
Jason F. Welch, *Alabama* Sponsor: Renate M. Goehring
William C. Hubbard, *Kansas* Sponsor: Kenneth G. Dibble
Rick E. Kokesch, *British Columbia* Sponsors: William & Jean Kent
Joe & Jean Meyers, *Pennsylvania* Sponsors: Edward & Mary Friend
Kenneth & Lenora Thompson, *Vermont* Sponsors: Frank & Marie Thompson
William & Joyce Tigano, *Connecticut* Sponsor: Edward Hrostek
Theron N. Trout, *Pennsylvania* Sponsors: Vincent & Ruth Santell

300 Level Honors 300 monthly commission credits 3 Dealers sponsored

Frank T. Abernethy, *North Carolina* Sponsors: Donald & Lina Nichols
Donald & Joan Berwager, *Pennsylvania* Sponsors: Cecil & Lois Mundorff
Dennis A. Buck, *Minnesota* Sponsor: Michael J. Gorecki
Steven & Nancy Burmeister, *Wisconsin* Sponsor: Gregory Vaughn
David C. Cowing, *Michigan* Sponsor: Thomas H. Kirby
Kenneth & Lynda Cullipher, *North Carolina* Sponsor: William G. Lane
Jody & Sue Flanagan, *Wisconsin* Sponsor: Michael R. Long
K.J. Jasorka, *Minnesota* Sponsors: Ray & Arlene Schmit
Leonard & Marlyn Lakes, *British Columbia*
Sponsors: Malcolm & Shirley Redmond
Dale Leavitt, *Michigan* Sponsor: Walt Patterson
Roger & Jo Linnebur, *Kansas* Sponsor: Tommy L. Mount
Ron McLearn, *Oklahoma* Sponsors: Jeff & Monica Harper
Craig A. Mechem, *New Mexico* Sponsors: George & Betty Matthews
Ruben J. Medina, *New Mexico* Sponsors: Paul & Nancy Greenberg
Marion & Christa Much, *Wisconsin* Sponsors: William & Colleen Sweek
Lynn P. Ungleich Sr., *Georgia* Sponsor: Joseph M. Hallock
Adriaan Verburg, *New Mexico* Sponsors: Sjabbo & Joann Verburg
Dennis & Lola Wheeler, *Idaho* Sponsors: Marrk & Sherree Schell
Doug Wilcocks, *Ontario* Sponsors: Don & Carol Stefanik
Harley J. Wise, II, *Indiana* Sponsor: Harley J. Wise
Paul O. Aikey, *Georgia* Sponsors: Richard & Betsy Johnson
Arnold W. Anderson Jr., *Wisconsin* Sponsor: Gregory R. Vaughn
Randy & Tracy Bartlett, *Minnesota* Sponsors: Charles & Donna Meyer

Barry J. Bougher, *Missouri* Sponsor: Sherry Dirksen
Bryan D. Boyer, *Colorado* Sponsors: Steve & Linda Cross
Curtis K. Brilz, *California* Sponsors: Charles & Linda Evans
Brian Cairns, *Wisconsin* Sponsor: Ken E. Husby
James & Sandra Caswell, *Connecticut* Sponsor: Elodia Young
Paul F. Curtis, *Florida* Sponsors: Bill & Roxana Wepf
James P. Curtis, *California* Sponsor: Craig S. Heisey
Philip T. Garner, *New York* Sponsors: Raymond & Janet Gerlach
R. Joseph Hieb, *Nevada* Sponsor: Louis Rosenthal
James T. Jenkins, *Florida* Sponsors: Daniel & Judy Watson
Ron K. Humphrey, *New Mexico* Sponsor: Dave M. Mann
Douglas K. Maxwell, *British Columbia* Sponsor: Catherine Yaremchuk
Doyle W. Robertson, *Idaho* Sponsors: Dell & Sydney Robertson
Thomas R. St. Clair, *Ohio* Sponsors: Donna & Arthur Riggle
Skip & Susan Saurman, *New Mexico* Sponsors: Paul & Nancy Greenberg
Richard & Kate Shield, *Texas* Sponsors: David & Carol Bell
Wayne C. Skinner, *New York* Sponsors: Ken & Cindy Marland
Elizabeth & Cecil Spradling, *Virginia* Sponsors: Donald & Lina Nichols
Richard T. Tapp, *Indiana* Sponsors: Deon & Roxanne Sheckells
Joseph & Janice Trapanese, *South Carolina* Sponsor: Carl Jonas Jr.
Michael & Vicki Walters, *Minnesota* Sponsors: Leonard & Eunice Pearson
Jerry & Mary Willoughby, *Illinois* Sponsors: Dennis & Roberta Muller
Michael & Kimberly Wobbrock, *Minnesota*
Sponsors: Charles & Donna Meyer

A Closer Look at Drivetrains

The purpose of a vehicle's drivetrain is to draw energy from the vehicle's engine to provide the thrust needed to induce motion. Through changes in gear ratio, the drivetrain adapts available torque to tractive force. Drivetrain components commonly found in modern equipment include the following:

Transmissions

Transmissions provide the ability to change gear ratios and available torque. Transmissions may be manual, giving shift command to the operator, or automatic, shifting according to a variety of variables, such as load and speed.

Differentials

When a vehicle turns a corner, the outer wheels must travel a greater distance than the inner wheels. The vehicle's differential acts as a balance arm, allowing the outer wheels to rotate at a higher speed and establishing equilibrium of torques and forces between the outer and inner wheels.

Transaxles

Commonly found on vehicles in which the power unit and drive wheels are on the same end of the vehicle, transaxles are compact transmission/differential combinations.

Transfer Cases

Typically found on four-wheel drive vehicles, transfer cases distribute drive power between the front and rear axles.

Power Converters

Power converters are used to transfer energy to a secondary item often having nothing to do with thrusting the vehicle.

Every drivetrain component has unique lubrication requirements, but drivetrain fluids in general must perform many of the same common duties: reduce friction and wear, dissipate heat and prevent rust and corrosion. In addition, they must dissipate shock loading, reduce gear noise and inhibit foaming.

Gear Lubricants

Gear designs vary depending on the requirements for rotation speed, degree of gear reduction and torque loading. Transmissions commonly use spur gears, while hypoid gear designs are usually employed as the main gearing in differentials. Bevel gears are usually found in the planetary portion of differentials and in industrial equipment. Various other designs, such as worm gear, herringbone and helical, are used in heavy-duty and industrial applications.

When it comes to gear lubricants, performance and application criteria are set forth by the American

Petroleum Institute (API). The U.S. military and many equipment manufacturers have their own separate guidelines, as well.

API service classifications range from GL-1 through GL-5, with the number indicating level of service severity. GL-1 is the least severe, and its requirements are normally satisfied with motor oil. GL-2 requirements are met with rust and oxidation inhibited oils. GL-3 through GL-5 require the addition of extreme pressure (EP) additives, with higher GL numbers indicating a higher level of EP additive. The MT-1 classification requires good performance in high-temperature applications.

Gear lubricants containing extreme pressure additives are required in severe service applications subject to elevated component loading, high sliding pressures and shock loading. By either providing a sacrificial wear surface or changing surface metallurgy, extreme pressure additives provide extra wear protection when the oil film alone cannot prevent component contact and wear. Because lubricants with extreme pressure additives can actually increase friction and wear at lower loads, they should be used only in applications which require their presence.

Viscosity is the most important property of a gear lubricant. As with motor oil, the Society of Automotive Engineers (SAE) developed a viscosity grading system for gear lubricants. The SAE system lists requirements for both single and multi-grade lubricants, but does not differentiate between EP and non-EP fluids. Typical SAE gear lubricant grades include SAE 80, 90, 140, 75W, 80W, 75W-90 and 85W-140. Although the grade numbers are larger than those associated with motor oils, gear lubricants are not necessarily heavier. The two separate grading systems are used to minimize confusion between motor oil and gear lubes.

API Service Classifications

GL-1	Truck manual transmissions (engine oil)
GL-2	Worm gear drive, industrial gear oils*
GL-3	Manual transmissions and spiral bevel final drives*
GL-4	Manual transmissions, spiral bevel and hypoid gears in moderate service. 50% additive treat level of GL-5
GL-5	Moderate and severe service in hypoid and other types of gears. May also be used in manual transmissions
GL-6	Meant for severe service involving high-offset hypoid gears*
MT-1	Nonsynchronized manual transmissions in heavy-duty service

* *Obsolete*

and Drivetrain Fluids

AMSOIL synthetic motor oils and gear lubes are formulated to meet the high-temperature/high-load demands of today's hard-working transmissions and differentials for extended drain intervals. By dramatically reducing friction and wear and resisting the damaging effects of heat and oxidation, transmission temperatures are reduced by 20°F to 50°F, equipment lasts longer and requires fewer repairs and fuel economy improves.

Automatic Transmission Fluids

An automatic transmission acts as an energy transfer media, but instead of shifting at the command of an operator, it shifts automatically based on variables such as speed and load. Found in many different applications, automatic transmissions make use of a hydraulic system and a network of gears and bearings, and their design and lubricant demands vary from application to application.

Viscosity requirements for automatic transmission fluids vary with the application. Transmission fluids in automotive applications are usually multi-viscosity, ranging from SAE 0W-20 to 10W-30, and include viscosity index improvers to allow adequate low-temperature performance. Powershift transmission fluids, on the other hand, are often single grade fluids.

ATF Viscosity Characteristics

Product	SAE Viscosity
Dexron II & Type F	5W-20
Dexron III, Mercon V & ATF Plus 4	0W-20
Caterpillar Powershift	10W, 30 & 50

Different transmissions have different shifting characteristics, from smooth to aggressive, and call for different fluids. It is important to match transmission fluid with the requirements specified by the transmission manufacturer.

ATF Frictional Characteristics

Product	Fluid Characteristic
Chrysler ATF Plus 4 (AMSOIL ATF)	Moderately slippery
Dexron II & III, Mercon V (AMSOIL ATF)	Slippery
Ford Type F, TO-4 (AMSOIL CT Series & ART)	Grabby

Transmission manufacturers generally specify service and performance criteria for automatic transmission fluids. The newest classifications are generally backward compatible, meaning they are suitable for use in applications calling for an earlier specification.

AMSOIL transmission fluids provide automatic and powershift transmissions with unmatched friction and wear protection over a wider temperature range, avoiding breakdown and maintaining viscosity in temperature extremes. AMSOIL transmission fluids resist thermal and

oxidative degradation, ensuring cooler and smoother transmission operation and longer transmission life, while also providing increased fuel economy and extended service life.

ATF Service Requirements & AMSOIL Equivalents

Chrysler	ATF Plus	ATF
	ATF Plus 2 (1997)	ATF
	ATF Plus 3 (1998)	ATF
	ATF Plus 4 (1999+)	ATF
Ford	Type F (pre 1981)	ART
	Mercon (1981+)	ATF
	Mercon V (1998+)	ATF
GM	Dexron	ATF
	Dexron II	ATF
	Dexron III (1994+)	ATF
Allison	C-3, C-4	ATF, ATH, CTG, CTJ & some motor oils*
	TES-295	ATF
Caterpillar	TO-2, TO-3	Some motor oils*
	TO-4	CTG, CTJ or CTL*

* Depending on required viscosity

Combination Fluids

Combination fluids are most common in agricultural and construction equipment applications, where the lubricant is shared between such components as the hydraulic system and manual transmission. Because the separate components have different lubrication needs, the lubricant must meet the requirements for each. Service classifications are generally set by equipment manufacturers:

Ford Motor Company	M2C-134-D
John Deere	Quatrol, J20C, J20D & J14C
Massey Ferguson	M1127-B, M1129-A, M1135 & M1141

AMSOIL Synthetic Tractor Hydraulic/Transmission Oil (ATH) meets the above classifications and provides unsurpassed protection for modern agricultural, construction and industrial equipment. AMSOIL Hydraulic/Transmission Oil exceeds the performance requirements for virtually every piece of modern machinery and provides exceptional lubrication to reduce wear, resist heat, protect against rust and extend fluid and equipment service life.

Avoid Engine Knock With AMSOIL Performance Improver

We've all heard the stories. In fact, we've all been there. Your customer was driving in heavy traffic with a hot sun beating down. He was stuck behind a truck crawling uphill. He spotted a tiny opening in the next lane and made his move. But his car's get up and go got up and left, and he crawled up the hill no faster than the truck he wanted to pass. He asks you what happened. And have you got anything to fix it?

What happened? His knock sensor kicked in. More than half the cars sold in the U.S. are equipped with knock sensors, which retard timing when gasoline octane isn't high enough to allow the engine to perform the task it has been asked to perform, such as passing, going uphill or motoring in high temperatures. Retarding ignition timing protects the engine from knock.

Most drivers are used to hearing the ping of knock, but not used to recognizing knock as the drop in power, responsiveness and performance that comes with knock sensors. The knock sensor adjusts timing before ping occurs. What can your customer do to protect his engine from knock and maintain the power and performance he wants?

At first glance, your customer might think the answer would be higher octane fuel. It may improve performance. But it may also be an unnecessary drain on his pocketbook. If his engine knock is caused by fuel system deposits, higher octane fuel will not solve the problem. Octane defines a gasoline's ignition point in a perfect world, with low octane gasoline igniting at lower temperatures and pressure than high octane gasolines do. But in the real world, deposits create hot spots that cause gasoline—of even the highest octane—to ignite prematurely and knock. Intake valve deposits soak up gasoline like sponges, and the heat of compression causes the deposits to ignite the fuel before the controlled flame touched off by the spark plug reaches it.

But wait a minute. Isn't gasoline treated with detergents to control fuel system deposits? It sure is. But only at a treat-level that controls severe driveability problems, not garden variety knock. In fact, deposits begin forming immediately even with refinery-treated gasoline. The only way to combat them is with additional gasoline treatment.

That's why your customer needs AMSOIL Performance Improver Gasoline Additive. Performance



Improver (PI) inhibits the tendency of gasoline to form fuel system deposits. How does PI work?

PI keeps the entire fuel system clean, from fuel injectors or carburetors to combustion chambers. Clean injectors and carburetors deliver a full load of gasoline in a fine spray. Uniform, small droplets of spray help fuel burn completely, which improves performance. The full load of gasoline also keeps the gasoline-air ratio from becoming too lean. A too-lean mixture contains too much air for the amount of gasoline available. When combustion occurs in an environment with too much air, the combustion event is hotter than it would be in an environment without excess air. High temperatures encourage knock. Finally, a clean combustion chamber contains no knock-provoking hot-spots.

And here's a bonus. The more readily and fully gasoline combusts, the lower the vehicle's exhaust emissions and the better its fuel economy. Many grateful PI users have written to say that PI helped them pass emissions tests, saving them money on fines and repairs.

Stock No.	Pkg/Size	Commission Credits, ea	Dealer Cost, ea
PI Performance Improver Gasoline Additive			
API-BF	(1) 16-oz. bottle	4.30	5.85 U.S.
API	(12) 16-oz. bottles	51.60	66.60 U.S.
API-1G	(1) gallon can	32.80	42.45 U.S.
API-04	(4) gallon cans	131.20	161.60 U.S.
CPI-BF	(1) 473 ml bottle	4.30	9.40 CAN
CPI-16	(12) 473 ml bottles	51.60	107.40 CAN
API-1G	(1) 3.78 litre bottle	32.80	68.35 CAN
API-04	(4) 3.78 litre bottles	131.20	260.40 CAN
PI Quick Shot			
AQS-BB	(1) 6-oz. bottle	2.40	3.15 U.S.
AQS-06	(6) 6-oz. bottles	14.40	18.00 U.S.
AQS-BB	(1) 177 ml bottle	2.40	5.10 CAN
AQS-06	(6) 177 ml bottles	14.40	29.10 CAN
<p>Call 1-800-777-7094 to order or go online and visit the AMSOIL online store at www.amsoil.com</p>			

AMSOIL U: More Than Learning

Good Food, Friends, Fun

"There was not one instance of decomposed produce or poultry parts being thrown," said AMSOIL Technical Sales Director Dave Anderson.

He was repeating an inside joke that only attendees of the second AMSOIL University, held at company headquarters in Superior, Wis. in May, will understand. The weeklong event drew 150 Dealers and Direct Jobbers from across the country. They came in search of knowledge and inspiration.

Anderson said the good time had by all was only surpassed by the way they gobbled up information.

"They (Dealers and Direct Jobbers) were honestly, legitimately interested in everything the presenters had to say," he said. "It was great. It turned out better than we expected, and that had a lot to do with the students. You talk to any instructor and they'll tell you 'these guys were psyched up, they want to sell.'"

They got good information that gave them the inspiration they sought, Anderson said.

John Haley of Orange County, Calif. is a new AMSOIL Dealer who hasn't sold any products but is looking to make his AMSOIL business into a new career.

Haley, formerly a mechanic, is now an occupational therapist, but he loves the racing circuit and wants to change directions in his life. "I've raced dirt bikes for years," Haley said. In fact, he used AMSOIL 100:1 2-Cycle Oil for about 10 years before he even knew there were other products. He met Direct Jobber Bob Kaytes in Las Vegas and realized he could use AMSOIL motor oil in all of his vehicles. He signed up as a Preferred Customer about two years ago and recently became a Dealer himself.

"I was just so impressed with everyone I met," Haley said. "Everyone was so personable. It was the overall package, from the personalities at the top all the way down to the potential for the small guy."

He has lined up some potentially big accounts that should lead him toward his goal of making his AMSOIL business really pay, he said.

Another thing that impressed Haley was the real potential for a great income. He said, "I met a bunch of guys making more than \$100,000 a year."

The Advance Development Program, designed for the Direct Jobbers, covered material never covered before. "It certainly raised the value of the school for them," Anderson said. "Can we do more? Yes. We received a plethora of new ideas from Dealers that we're certainly going to try to incorporate in the future. We want it to be as current as we absolutely can make it."

Anderson said the tone was set at the opening reception at Barkers Island Inn, where more than 100 attendees showed up early and left late. The exchange of information began then, and continued throughout the week.

The group took a cruise on Lake Superior, went to a reception and banquet at the Lake Superior Aquarium, toured company buildings, and enjoyed a cookout at the company plant.

Memories of AMSOIL U 2002



Curtis Brilz, an AMSOIL Dealer from California, concentrates on the basics of the Engine Oils Program.



A panel of AMSOIL Direct Jobbers answers questions in an open forum.



Paul Converso of Battenfeld Grease and Oil Corp. presents the basics of grease.



During the banquet at Lake Superior Aquarium, everyone could check out the lake's native fish.



Everyone takes a cruise.

Debate Rages Over Use of

A fierce battle is being waged across the country.

On one side stands fun-loving recreationalists and the industries that sell them their toys. On the other stands determined environmentalists, bent on protecting our National Park System.

At the core of this debate lies an issue of recreational and environmental rights. Should the use of recreational vehicles such as jet skis, snowmobiles and ATVs be restricted in America's national parks, or do these forms of recreation have a place in our public lands?

AMSOIL INC. is sensitive to the conflicts that can arise between these two seemingly opposing points of view. In its unique position as an environmental company that produces motor oils and supports power racing and recreation, AMSOIL closely watches the turns of this debate. As a corporation, AMSOIL asks only that whatever decision is ultimately handed down be based on sound science, the results of up-to-date information and testing.

The argument gained momentum in 2000 when Congress, under the Clinton Administration, passed a law mandating assessment and development of new rules governing the use of the vehicles in the nation's park system. The law gave the National Park Service two years to conduct environmental impact studies and assessments of the parks before it went into effect. The National Park Service is the agency charged with oversight of more than 380 national parks. Of those, approximately 80 allow the use of motorized vehicles. Personal watercraft are allowed in 21 of those parks. Those parks are the center of the controversy.

The contenders, big hitters in their respective fields, bring compelling arguments to the table.

The Personal Watercraft Debate

On the side of the environment is Earth Island Institute and Bluewater Network of San Francisco. Bluewater is a former affiliate of Earth Island, the powerful environmental agency that was responsible for the campaign that demands "dolphin friendly" tuna fishing practices and labels. That campaign successfully spread to nearly every tuna supplier worldwide. Vocal constituents care deeply

about protecting and preserving the environment. They are joined by more than 60 other organizations that favor a ban on the use of all three types of recreational vehicles in all national parks.

Passionate recreationalists are supported by the powerful Personal Watercraft Industry Association, an affiliate of the National Marine Manufacturers Association that represents the four major PWC manufacturers: Bombardier Recreational Products; Kawasaki Motors Corp. U.S.A.; Polaris Industries Inc. and Yamaha Motor Corp., U.S.A. The American Watercraft Association and the International Snowmobile Association also are among their backers.

Each side asks the National Park Service to be fairminded, scientific and evenhanded. Each claims the other exaggerates its position, is shortsighted and selfish.

Bluewater cites damage to air and water quality, public safety, wildlife and visitor enjoyment of the parks as reasons to ban the watercraft throughout the system. It cites those same concerns regarding snowmobiles and ATVs.

Recreationalists say statistics released by environmentalists are outdated. They cite improvements in watercraft in the past five years that reduced emissions by 75 percent and noise by 70 percent from 1998 models.

Watercraft manufacturers have worked diligently in recent years to implement improved technology in two-stroke engines, said Rob Schuetz, manager of public affairs for Bombardier in Sarasota, FL. Engines are semi-direct injection, direct injection and straight carburetion.

"That's the progression of cleaning up emissions," Schuetz said. "Your direct injection engines are as clean as the four strokes that are produced today, and even cleaner than some four strokes. We are making clean two-stroke direct injection engines today."

Caught in the middle, NPS says its focus is its mandate to preserve and protect the parks. It aims to design regulations accordingly, without bending to pressure from either side.

"We are committed to protecting the National Park System's cultural and natural resources, so if personal watercraft are allowed at a site, it may be restricted to certain areas of that site," said NPS Deputy Director Randy Jones.

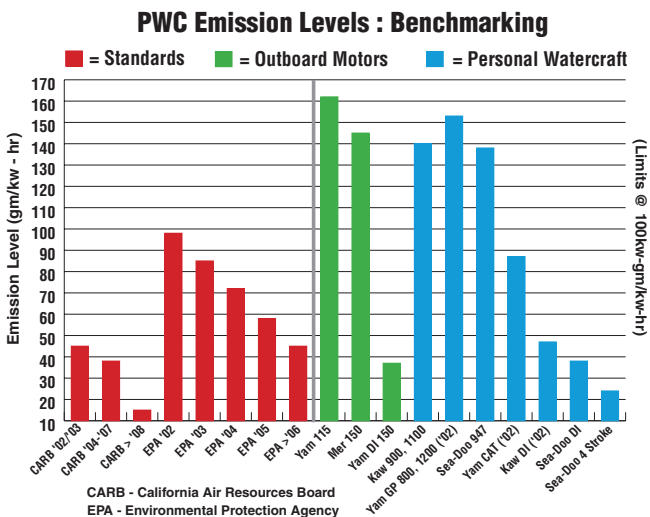
The two-year grace period for NPS to conduct its studies and write rules for each of the 21 parks ended on April 22.

Just ahead of that deadline, NPS announced that five parks would be permanently closed to personal watercraft use, effective April 22. The decision was based on environmental study and review that began under the 2000 federal law (36 CFR 3.24)

However, the park service hadn't completed assessments for all of the parks by the deadline, and eight more parks are now closed to personal watercraft. That leaves only eight parks in the entire park system that allow the use of the motorized watercraft.

This is where the battle heats up. Environmentalists are calling the closures a coup, while recreationalists cry foul.

"Environmental industry groups often push for environmental assessments to help agencies make the right decisions," said Monita Fontaine, executive director of the



Recreational Vehicles

Personal Watercraft Industry Association. "That's all that's being asked here. Complete the assessments, and then make an objective decision based on sound science.

"It's discriminatory to ban one type of motorboat based on prejudice instead of science."

Since the April deadline, another extension for the closures has been sought.

House Natural Resources Committees

First a subcommittee then the full House Resources Committee passed HR 3853, a technical corrections bill that allows an extension of the closures until December 2004.

The new language applies to the 21 parks specifically identified in the original rule, according to the PWIA. Of those, eight will continue to allow personal watercraft operation until the new deadline, and another eight sees an end to use of the watercraft beginning September 15, 2002, until the process is complete.

"Though we believe it would have been fairer to delay the onset of bans in park units which had not completed or, in some cases, had not begun the necessary public comment and environmental study process, we are heartened that the National Park Service has made a commitment to honor the National Environmental Policy Act procedures," said Fontaine. (Listing of all parks affected under this ruling follows on this page.)

It had yet to be voted on by the full House of Representatives at press time.

The Snowmobile Debate:

The snowmobile debate focuses on two parks, Yellowstone and Grand Teton national parks in Wyoming.

In its snowmobile position paper, Bluewater Network states: "Snowmobiles are a unique form of winter recreation. They are multiple impact machines which damage air and water quality, area wildlife, natural peace and quiet, public health and visitor safety. The specific problems associated with snowmobiles have resulted in calls for strict regulations or bans."

However, the most recent federal study of the impact of snowmobiling in Yellowstone and Grand Teton show significant reduction in emissions levels associated with use of new technology snowmobiles and provides no justification for banning the popular machines, according to the International Snowmobile Manufacturers Association (ISMA).

The organization says the environmentalists refuse to acknowledge strides in technology made by its members, Arctic Cat, Inc., Bombardier Inc., Polaris Industries and Yamaha Motor Corporation.

"The latest study by the NPS shows that existing snowmobile use in Yellowstone and Grand Teton National Parks has not violated any ambient clean air standards," said Ed Klim, president of ISMA. "What's more, it shows that the new technology snowmobiles reduce emissions by 70 percent. So anyone who says the new study reveals nothing new simply hasn't read it."

The Bluewater Network also states:

"Snowmobile use is inherently incompatible with the National Park System, as well as other wilderness areas. The

adverse impacts of snowmobiles on air, water, vegetation, wildlife, and public safety demonstrate that there are some areas in which snowmobiles do not belong. Because snowmobiles are incompatible with the very mandates, missions and concepts of wilderness areas, a full ban on the use of snowmobiles, except in case of emergency vehicles, search and rescue vehicles, and agency use, is essential."

Snowmobiles already are limited to the use of groomed portions of the road system in less than one percent of the two million acres in the two parks. More than 1.5 million autos, buses, trucks, SUVs and motorcycles use these same roads each spring, summer and fall.

"Snowmobilers merely want to preserve winter access to a very limited part of the great National Parks," said Terry Manning, president of the Wyoming State Snowmobile Association. "This is what we do out West in the wintertime."

As with the personal watercraft, manufacturers of snowmobiles are using better technology to provide cleaner burning engines to reduce emissions, and develop quieter motors. The manufacturers also recommend safe practices training and age restrictions for operation to reduce accidents.

The battle continues, and the NPS has issued a preliminary Supplemental Environmental Impact Study on its Website for public comment. It is mandated to issue the final supplemental EIS on Oct. 15, 2002, with a final decision and new rule to be published by Nov. 15, 2002.

Personal Watercraft Closure Chart

Parks that closed permanently on April 22, 2002, pursuant to the final rule:

Cape Cod National Seashore, Massachusetts
Delaware Water Gap National Recreation Area, Pennsylvania/New Jersey
Indiana Dunes National Lakeshore, Indiana
Cumberland Island National Seashore, Georgia
Whiskeytown National Recreation Area, California

Parks that closed April 22, 2002, pursuant to the final rule and remain closed until the planning process is complete:

Assateague Island National Seashore, Maryland/Virginia
Big Thicket National Park, Texas
Fire Island National Seashore, New York
Gateway National Recreation Area, New York/New Jersey
Pictured Rocks National Lakeshore, Michigan
Cape Lookout National Seashore, North Carolina
Gulf Islands National Seashore, Mississippi/Florida
Padre Island National Seashore, Texas

Parks that will close September 15, 2002, and remain closed until the planning process is complete:

Amistad National Recreation Area, Texas
Bighorn Canyon National Recreation Area, Montana/Wyoming
Chickasaw National Recreation Area, Oklahoma
Curecanti National Recreation Area, Colorado
Glen Canyon National Recreation Area, Utah/Arizona
Lake Mead National Recreation Area, Nevada/Arizona
Lake Meredith National Recreation Area, Texas
Lake Roosevelt National Recreation Area, Washington

An Offer Too Good to Refuse

Team AMSOIL Snocross Switches to Polaris Snowmobiles

In those old gangster movies, you often hear the line about an offer "Too good to refuse." This is one of those deals.

There is a change in the air. The snocross world is abuzz with the news that Team AMSOIL is making a switch. The sleds will remain the distinctive black, but underneath they will be red, red as in the color of Polaris. This deal makes Team AMSOIL Polaris' number one snocross team.

AMSOIL/Scheuring Speed Sports owner Steve Scheuring has signed a two-year agreement with Polaris to race using the Minnesota-based company's snowmobiles. "This is very exciting," said Scheuring. "Our performance and history in snocross has helped bring the sport to a higher level. We believe our new partnership with Polaris and continued relationship with AMSOIL will bring this team continued success."

The official team name will be AMSOIL/ POLARIS/ Scheuring Speed Sports. AMSOIL Racing Coordinator John Schuldt said AMSOIL welcomes a proven winner like Polaris to the program. "AMSOIL has been with Steve Scheuring from the beginning. The addition of Polaris is another positive step to a winning tradition."

Team AMSOIL had been racing on Ski-Doo sleds since the team's formation with plenty of success. There was a Winter X-Games title, many wins and numerous podium finishes. The Canadian manufac-



DJ Eckstrom will fly high with AMSOIL and Polaris.

turer, AMSOIL and Scheuring made up one of the most formidable, successful and recognizable teams in all of snowmobile racing. The contract with Ski-Doo ended after this past World Snowmobile Association season. Ski-Doo was in negotiation with Scheuring to keep the trio intact. Arctic Cat had thrown its hat into the ring too. Both companies made serious bids. It was Polaris that came to the table late, but put the best offer on it. "The addition of the AMSOIL/ Scheuring Speed Sports team to Team Polaris is simply huge," stated Polaris Race Manager Tom Rager. "They not only bring outstanding results from last year, they also bring a tradition of success in the WSA." AMSOIL and Scheuring were awarded the 2001-2002 "WSA Independent Team of the Year."

Polaris has raised the bar in race snowmobile manufacturing. Polaris made a statement last season with its best results in recent history. The "dynamic duo" of DJ Eckstrom and Justin Tate are back on board for the next two years with new contracts in hand. The guys are excited about the opportunity that Polaris and AMSOIL provide. "Joining Polaris is a great opportunity, and I look forward to having a great season," said Eckstrom. "I know DJ and I will deliver on Polaris," said Tate. Both drivers will be training all summer in preparation for the upcoming WSA season.

The team will be scheduling some events during the summer to promote the change, but fans will have to wait until next November in Duluth, MN, to see the team and the new era in Team AMSOIL racing ushered in.



Tate looks to continue winning ways on a Polaris sled with AMSOIL synthetic lubricants.

Royal Canadian

Hodgson Racing Proves They Can Win in Any Type of Car With AMSOIL



ran AMSOIL lubes without fail for the entire 2002 season," says Hodgson. "We noticed that we needed to change oil less often and even our used AMSOIL oil looks cleaner than what we used before." With AMSOIL gear lube, Hodgson

The list of racing accomplishments for Hodgson Racing is as long as a top fuel dragster. They have won major titles on both sides of the border. In 30 years the team has claimed titles in funny cars, dragsters and sprint cars. Jeff Hodgson's current cars of choice are 360 and 410 sprint cars. He's racing in the popular and competitive World of Outlaws and on the Northwest Sprint Tour series.

The cars may change and the racing may be different, but what remains a constant for Hodgson is his commitment to the performance of AMSOIL lubricants. "We

says he has noticed less wear on the ring and pinion gears. He calls AMSOIL Power Foam, "the best engine cleaner and degreaser" he has ever used.

AMSOIL Direct

Jobber Greg McKenzie introduced Hodgson to AMSOIL and it's been a match made for victory circles ever since. According to Hodgson, "The entire AMSOIL product line is definitely a winning combination for our sprint car team."



Hodgson proves winning isn't always about the car you drive, but what you put in it.

Pick a Country, Pick a Car, Pick a Title

2 NHRA Wins
2 U.S. National Finals Titles
25 U.S. National Wins
3 Gator National Titles
NHRA Funny Car World Speed Record
Best Engineered car at Winter Nationals
2 AHRA World Championships
Canada's Fastest and Quickest Funny Car
Canada's Fastest Top Fuel Dragster

Whether Snocross or Hillcross

Team AMSOIL Made It to the Top

Hillcross has exploded into some of the most exciting racing on snow. The nearly straight up runs on ski hills while negotiating jumps have captured the imagination of racers and fans. Since the advent of hillcross as an ESPN X-Games competition the sport has seen some tremendous gains in the number of participants and spectators.



Team AMSOIL - Winners in 2002, A force in 2003.

Team AMSOIL is on the way up in hillcross too. DJ Eckstrom and Justin Tate have competed in the X-Games hillcross competition and are primed to do it again next winter when the games return to Aspen, Colorado.

Tate and Eckstrom have been sharpening their skills on the World Snowmobile Association Pro Ice-Hillcross circuit. This spring the team competed in back-to-back events in Minnesota and proved they have the drive to climb to the top again.

Tate also fit a trip to Iceland into his late season racing to challenge the best riders that Europe and Scandinavia have to offer. Tate competed in the WSA International Challenge, otherwise known as the European Championships. Tate blistered the field winning both the Pro Stock and Pro Open Classes. Last year Tate finished second against the world's best racers at this event. Thanks to his top finish Tate is now qualified in snocross for the 2003 X-Games.

AMSOIL, JT and DJ... All The Way!

Giants Ridge Hillcross

Eckstrom	2nd Pro 500
	2nd Pro Open
	3rd Pro 600
Tate	King of the Hill

Spirit Mountain Hillcross

Eckstrom	1st Pro 800
	2nd Pro 500
	2nd Pro 600
	2nd Pro Open

WSA International Championship

Tate	1st Pro Stock
	1st Pro Open

AMSOIL CENTERLINES ...and updates

HOLIDAY CLOSINGS

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



AMSOIL LUBRICANTS CROSS REFERENCE GUIDE

The AMSOIL Lubricants Cross Reference Guide lists appropriate AMSOIL replacement fluid for virtually every lubricant on the market.

Stock #	U.S.	Can.
G-1378	6.50	10.50

JULY CLOSE OUT

The last day to process July orders in the U.S. and Canada is the close of business on Wednesday, July

31. The last day to process July orders in Alaska, Puerto Rico and New Zealand is the close of business on Thursday, July 25. Volume transfers for July business will be accepted until 3 p.m. CDT on Tuesday, August 6.

BY-PASS HOSES

By-pass oil filter hose stock numbers BP-188 & BP-206 are discontinued. BP-188 is replaced by ordering eight 1' sections of BP-217, and BP-206 is replaced by ordering eight 1' sections of BP216.

AMSOIL ADVERTISING

Look for AMSOIL display advertising or an AMSOIL catalog offering in the following publications:

July & August 2002

Display Advertisements

Angler's Choice	June/July '02	(800) 360-7112
NOLN	July '02	(805) 796-2577
Cruising Rider	July '02	(805) 667-4325
American Rider	Aug. '02	(805) 667-4325
American Iron	Aug. '02	(203) 425-8777
NOLN	Aug. '02	(805) 796-2577

Catalog Showcase Advertisements

JP	July '02	(323) 782-2000
European Car	July '02	(714) 939-2400
VW Trends	July '02	(714) 939-2400
Custom Rodder	July '02	(714) 939-2400
GM High-Tech Perf.	July '02	(714) 939-2400
Street Chopper	Aug. '02	(714) 939-2400

Make Sure to Mark Your Calendars for

The AMSOIL 30th Anniversary International Convention July 17-19, 2003

Look for more information and registration updates
soon in the **AMSOIL ACTION NEWS**



Hot New AMSOIL Racing Apparel

Get in the Team AMSOIL racing spirit this summer with these exciting new designs.

NEW LAROCO RACE T-SHIRT

This 100 percent ultra cotton t-shirt features AMSOIL-sponsored motocross superstar Mike LaRocco in an exciting, updated design. Ideal for wearing at the track or just around the house or garage. Sizes S-XXL.



Stock #	Size	U.S.	Can.
G-1610	S	12.00	19.50
G-1611	M	12.00	19.50
G-1612	L	12.00	19.50
G-1613	XL	12.00	19.50
G-1614	XXL	13.50	21.75

NEW TRAVIS PRESTON CHAMPIONSHIP T-SHIRT

Celebrate Team AMSOIL's 125 West Supercross Championship with the new Travis Preston Championship T-Shirt. Proudly displays Preston's sponsors and new #1 plate. Durable 100 percent ultra cotton. Limited quantities available. Sizes S-XXL.



Stock #	Size	U.S.	Can.
G-1812	M	15.00	24.00
G-1813	L	15.00	24.00
G-1814	XL	15.00	24.00
G-1815	XXL	15.00	24.00

NEW AMSOIL DUO MONSTER TRUCK T-SHIRT

The new AMSOIL Duo Monster Truck T-Shirt features images of AMSOIL-sponsored monster trucks American Dream and Pony Express. Durable 100 percent ultra cotton. Sizes S-XXL, Youth Medium & Youth Large.



Stock #	Size	U.S.	Can.
G-1794	S	12.00	19.50
G-1795	M	12.00	19.50
G-1796	L	12.00	19.50
G-1797	XL	12.00	19.50
G-1798	XXL	13.50	21.75
G-1801	Youth Medium	12.00	19.50
G-1802	Youth Large	12.00	19.25

NEW AMSOIL CAN/POCKET COOLIE

The new AMSOIL Can/Pocket Coolie features the Blackhawk/Rinker/AMSOIL Formula One race boat. Keeps beverages cold and refreshing during the dog days of summer. Constructed of high quality neoprene. Folds flat to fit in pocket. Perfect for taking to the races, the beach or just lounging in the back yard.

Stock #	U.S.	Can.
G-1817	2.50	4.00



NEW AMSOIL KEY RING

Features two-dimensional soft vinyl AMSOIL bottle and label.

Stock #	U.S.	Can.
G-1763	1.95	3.15



AMSOIL Formula 4-Stroke Synthetic Motor Oil



photo courtesy of Bombardier Inc.



• API SJ, SH, SG, SF, CD, CF • JASO MA

In the water, on the trails and race courses, AMSOIL AFF is specially formulated for small, hard-working, four-stroke recreational motors, including ATVs, outboard motors, motorcycles and personal watercraft. Its broad viscosity range makes it excellent for use in both hot and cold temperature extremes. It is appropriate for use in all applications specifying OW-40, 5W-30, 10W-30 and 10W-40 viscosity grades. Use in Yamaha, Suzuki, Honda, Mercury, Kawasaki, Arctic Cat, Polaris, Nissan and Bombardier motors and transmissions. Safe in wet or dry sumps. Recommended for manual or automatic clutches. AFF is free of friction modifiers.



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