PREVETTE'S MOTORING NEWS

ESSENTIALS FOR MOTORING ENTHUSIASTS

Distinctive quality products, detailing supplies & expertise for the care, preservation and restoration of your ride . . .

Volume 3, Issue 3
Summer 2007

INSIDE THIS ISSUE:

Busy (*but fun*) Summer . . .

What a great couple of months! We have had the privilege to be able to participate in a number of events. Here's a quick montage:

Mopars Unlimited Cyclo Polishing Class

Concrete Cruizers Car Show

Mopars Unlimited Car Show

Mustang Club of Central Iowa Car Show

Hartford Bike Night

PT Cruisers Car Show

Mid-Iowa Camaro Club Car Show

Enjoy your summer!

Care Tip #10

TAKE CARE OF YOUR INTERIOR VINYL

Interior vinyl takes a lot of abuse and is often forgotten when it comes to car care. Most interior vinyl is found on the door panels and dash while some of our older cars have vinyl seats.

Besides the attack of the normal everyday dirt, grime and dust, vinyl is taken to extremes by the heat of the sun and the cold of the winters. The ultra violet rays from the sun attack the vinyl and cause the plasticizers to evaporate. These plasticizers are used in the manufacture of the vinyl to make it soft and flexible. Over time they evaporate, due to the sun and heat, leaving the vinyl hard, brittle and cracked. That foggy film that you often get on the inside of your car's windows is partially caused by the plasticizers evaporating. So, it becomes very important to regularly apply a protectant to keep the color of your vinyl from fading and to keep the plasticizers from evaporating so it will stay soft and not become hard and brittle.

Before you apply any type of protectant, clean the vinyl thoroughly. Our Rick's Best General Purpose Cleaner is great for this purpose. It will deep clean the vinyl and will not leave behind a film that could prevent the protectant from soaking in.

A poor quality protectant can actually age the vinyl due to harsh ingredients that are used where the goal is just simply to look nice with little regard given to the life of the vinyl. A high quality protect is typically water based and does not use solvents. Our own product, Rick's Best Vinyl Dressing, is a high quality protectant that is made to protect the vinyl and keep the color and softness in it. Its non-greasy formula will dry to a nice satin finish that also will help to repel dust. *Enjoy!*

TRIVIA QUESTIONS:

- In what year was the first Chevrolet Camaro Z28 offered? 1965, 1966, 1967 or 1968
- How many Z28's were built in its first year? 602, 1,112, 3,447 or 8,690
- Answers in the Next newsletter

Answers to the last edition questions:

- What is the world's fastest production car with a top speed of 253 MPH?

Answer: Bugati Veyron

- On this car, at 253 MPH, how long will its' tires last?

Answer: 15 Minutes

NEW! Tireific Tire Dressing — 30 to 60 Day Longevity

Autorite has come out with a new tire dressing that is designed to last for 30 to 60 days. Upon application, it dries to a semi or full gloss shine.

The product comes in a complete kit for $19.95 that includes:

- 8 oz. bottle of Tireific (average of 24 tire applications)
- 16 oz. bottle of Step One Tire Cleaner (average of 8 tire applications)

- 1 applicator sponge
- 1 scrub sponge
- 1 pair of rubber gloves

The water based Tireific is applied wet and within a few minutes, the water evaporates, leaving a waterproof polymer coating that has bonded to the sidewall. The waterproof tire shine is dry to the touch in just 15 minutes.

The secret to its longevity is in the proper preparation and cleaning of your tires using their Step One Tire Cleaner. The cleaner will remove road dirt, brake dust and any tire dressing that may remain on the tire. Regular tire cleaners do not always completely remove tire dressing residue, preventing Tireific's water based formula from wetting out and bonding properly.

After cleaning, the Tireific bonds to the rubber for weeks and weeks. Once properly applied, the tires are easily kept clean by washing with just soap and water.

Taking Care of Your Convertible Top & Seats

So you have a convertible. What fun! Nothing like catching some air as you drive.

As fun as it is, there is some extra care that you need to take with your top and seats. Whether your top is constructed from Single or Double Textured Vinyl, Double Coated Vinyl, Everflex Vinyl, Stayfast Cloth, Landmark Cloth, Cotton/Rayon Cloth, Twillfast RPC Cloth or Sonnenland Cloth, you have some special challenges in order to keep that top looking great. You face material that is exposed for long periods of time to acid rain, UV rays, mildew, tree sap, bird droppings, salt, tar, grease and dirt.

Fortunately, we have an easy and very effective solution for you from the folks at RAGGTOPP. Why RAGGTOPP you ask? Simple, their products enhance cleaning, provide a richer appearance, and restore the water/stain repellency to fabric and vinyl as recommended by your owners manual. Further, RAGGTOPP products have been fully tested and endorsed by The Haartz Corporation which is the world's leading manufacturer of engineered coated vinyl's and fabrics.

And, RAGGTOPP also makes a leather cleaner and conditioner for the same special requirements that your leather seats have from all of the extra exposure to the sun that they get with the top down.

We have their complete line for your pleasure as well as the proper brushes for cleaning without risking damage to your top. Come see us or give us a call to learn about the proper care of your exterior fabrics and vinyl's and keep that top looking like new for many years to come.

Superior Filtration Leads to Reduced Costs, Extended Equipment Life

Reprinted with permission from the "AMSOIL Action News", July 2007

A great deal of emphasis is placed on the importance of using the most advanced high-quality lubricants, but superior filtration is often taken for granted. The general attitude displayed by many consumers is to use whatever is cheapest, even when they've invested in superior lubrication. While AMSOIL synthetic motor oils provide unbeatable protection, performance and economy, they require the assistance of filtration. Without filtration, by-products from the combustion process and abrasive materials ingested from the air will ultimately destroy an engine.

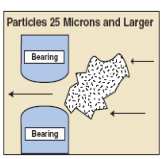
Some Contaminants Cause More Damage

The level of damage particles cause to an engine is directly related to the size of the particles. The oil stream within the engine flows between wear-sensitive surfaces that usually have clearances of between 2 and 22 microns. It is contaminants in this size range that pose the greatest threat as they can slip between moving components, causing a great deal of wear.

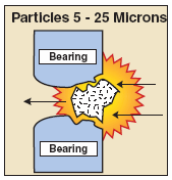
To appreciate how small these particles really are, you must understand the measurements involved.

A micron (µ) is a very small unit of linear measurement. One micron is equal to one millionth of a meter, and 25µ is equal to 0.001 inch. To better put this in perspective, consider that the diameter of a human hair is 50µ - 70µ.

Large particles measure 1/2" or larger. They pose little threat because they are removed by the air filter.



Medium particles are particles measuring 25µ to 1/2". While they are of greater concern than large particles because they are more difficult to remove, the threat they pose is diminished since they are still larger than many of the clearances within an engine. Their size will not allow them to enter the contact areas between many components to promote accelerated wear.



Small particles measure between 5µ and 25µ and are of greatest concern because they can penetrate the clearances between wear-sensitive components and promote accelerated wear. Because they are so small, they are difficult to remove from the oil stream.

SAE Testing

In the 1988 *Correlating Lube Oil Filtration Efficiencies With Engine Wear* technical paper published by the Society of Automotive Engineers (SAE), the relationship between oil filtration levels and abrasive engine wear was established. Testing determined that wear was reduced by up to 70% by switching from a 40µ to a 15µ filter. The SAE conducted tests on a heavy-duty *(Continued on pg. 4)*

AMSOIL Quality Earns Loyalty

Reprinted with permission from the "AMSOIL Action News", July 2007

Sometimes AMSOIL customers learn more than once the true value and quality of AMSOIL products.

Jim Hasken of Florence, KY. bought a new Honda Accord Coupe with a V-6 engine and manual transmission in 2003. Jim is not a do-it-yourself type, and uses a local Honda dealer for his service needs. Hasken installed AMSOIL XL 5W-20 in the Honda at about 15,000 miles.

Hasken's fuel economy improved by more than two miles per gallon, or 8 to 9 percent. "Jim was very pleased, and was perhaps even more pleased with being able to go 7,500 miles between oil changes, instead of 3,750 miles as recommended by the Honda dealer."

Hasken replaced the factory-installed transmission fluid in the Honda with AMSOIL 5W-30 Synthetic Manual Synchromesh Transmission Fluid when it was closing in on 30,000 miles.

Hasken had said the transmission shifted smoothly except during the upshift from four to five in the six speed manual. He could feel a little hitch or catch. The Honda dealer said there was nothing that could be done about it. However, as soon as the AMSOIL was installed, the hitch-catch went away. Again, Jim was very pleased.

At 60,000 miles, Hasken took his Honda to the dealer for servicing, but forgot the Honda dealer would drain the transmission fluid as part of the servicing. Hasken left the dealer with fresh Honda-specified manual transmission fluid, and the hitch-catch was back. Hasekn quickly reinstalled the AMSOIL 5W-30 Synthetic Manual Synchromesh Transmission Fluid. Once the AMSOIL was back in, the hitch-catch was gone.

Another AMSOIL customer, Eric Driscoll, Hebron, KY., bought an early 90's Lexus LS400 in 2005 after his beloved BMW 5 series was totaled in an accident.

After having the Lexus several months, Driscoll decided to convert the drivetrain fluids to AMSOIL, even though it had more than 170,000 miles. Driscoll experienced an improvement of almost three miles per gallon, a more than 10 percent increase, after switching to AMSOIL Synthetic Manual Transmission and Transaxle Gear Lube, AMSOIL ATF and AMSOIL 5W-30 Synthetic Motor Oil.

In early 2007, Driscoll drained the oil from the Lexus as part of routine servicing and discovered he didn't have enough AMSOIL 5W-30 Synthetic Motor Oil to refill the engine. He still had enough Castrol synthetic left over from having the BMW, so he installed it in the Lexus. Within two tanks of gas, Eric had lost more than two miles per gallon. After only a few weeks, Driscoll reinstalled the AMSOIL 5W-30 Synthetic Motor Oil and again the miles per gallon increased to what he had originally experienced with AMSOIL in the vehicle. Eric has proven to himself yet again that AMSOIL is the best.

Ladies Corner — *by Judy*

Here is something interesting that I learned recently while helping a customer . . .

A gentleman came in asking me questions concerning cleaning his bug deflector on his truck. At first I thought about using our Rick's Best Quick Detail, but his concern was the fading and marks that he had, not the bugs. Rick recommended trying our Rick's Best Precleaning Lotion, so we did. WOW! What a difference. The marks were gone and the overall appearance was like new. But, remember, just because we cleaned it does not mean it is protected.

We applied the Rick's Best #1 Yellow Carnauba Spray Wax for protection. I recommended using the Quick Detail to remove bugs in the future and to help keep a fine layer of wax on the surface. Another satisfied customer.

If People Bought Cars Like They Do Computers . . .

What if car companies had a help line for people who don't know how to drive like the computer companies have a help line for computer buyers?

Help Line: "Car Company Help Line, how can I help you?"
Customer: "I got in my car and closed the door and nothing happened."
Help Line: "Did you put the key in the ignition slot and turn it?"
Customer: "What's an ignition?"
Help Line: "It's a starter motor that draws current from your battery and turns over the engine."
Customer: "Ignition? Motor? Battery? Engine? How come I have to know all these technical terms just to use my car?"

HL: "Help Line, how can I help you?"
C: "My car ran fine for a week and now it won't go anywhere."
HL: "Is the gas tank empty?"
C: "Huh? How do I know?"
HL: "There's a little gauge on the front panel with a needle and markings from 'E' to 'F'. Where's the needle pointing?"
C: "To 'E'. What does that mean?"
HL: "It means you have to visit a gasoline vendor and purchase some more gasoline. You can install it yourself or pay the vendor to install it for you."
C: "What? I paid $25,000 for this car! Now you tell me that I have to keep buying more components? I want a car that comes with everything built in it!"

HL: "Help Line, how can I help you?"
C: "Hi, I just bought my first car, and I chose your car because it has automatic transmission, cruise control, power steering, power brakes and power door locks."
HL: "Thanks! How can I help you?"
C: "How do I work it?"
HL: "Do you know how to drive?"
C: "Do I know how to what? I'm not a technical person. I just want to go places in my car!"

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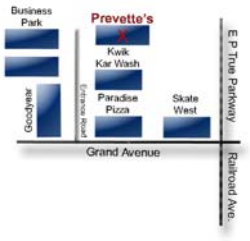
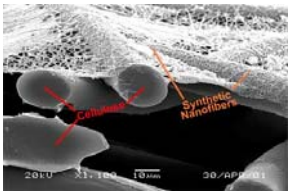


Superior Filtration . . . (Continued From Page 2)

diesel engine and on a gasoline engine.

New Technology Provides New Options

The SAE paper on filtration discusses the introduction of synthetic fibers into the oil filter market, which offer "the capability of achieving high levels of filtration without the traditional sacrifice of dirt holding capacity and increased flow restriction." Today, a new pinnacle has been reached with synthetic nanofiber technology and AMSOIL Ea Oil Filters. While today's filters offer even greater performance, the message then was the same as it is now; removal of particles measuring 2 to 25µ is the key to controlling engine wear, and there is a direct correlation between oil filter efficiency and engine wear.



Test Results

To establish a relationship between levels of filtration and engine wear rates, the SAE used a variety of oil filter types in its tests, including glass and cellulose. The micron rating of each oil filter was tested according to SAE guidelines.

Filters were tested at their 98% efficiency point and their single pass efficiency was determined by comparing the number of particles upstream from the filter with the number of particles downstream. The filters that provided superior efficiency also provided superior protection.

Conclusions

The SAE paper summarizes the test results with the following conclusions:

"Abrasive engine wear can be substantially reduced with an increase in filter single pass efficiency. Compared to a 40µ filter, engine wear was reduced by 50% with 30µ filtration. Likewise, wear was reduced by 70% with 15µ filtration.

"Controlling the abrasive contaminants in the range of 2 to 22µ in the lube oil is necessary for controlling engine wear.

"The micron rating of a filter, as established in a single pass efficiency type test, does an excellent job in indicating the filter's ability to remove abrasive particles in the engine lube oil system."

Today's Most Advanced Filtration Product

AMSOIL Ea Oil Filters provide 98.7% efficiency at 15µ and up to 70% efficiency at 7µ. Competitive filters range from approximately 85 to 92% efficiency at 15µ. When it comes to removing contaminants in the most critical size range (2 to 22µ), AMSOIL Ea Filters outperform competitive filters.

Summary

Even with the advances in lubrication and engine technology, filtration is as important today as it ever was. Combustion produces by-products that slip into the oil stream, and external contaminants are introduced into the engine in a variety of ways. The challenge for filter manufacturers is balancing flow, efficiency and filter life. In order to stop particles in the 2 to 22µ range, the pores in the cellulose media used in many filters are too small to allow adequate oil flow.

Prevette's Note: For the most complete filtration in the 2 to 22µ range, also consider FilterMAG, AMSOIL Bypass oil filters and the AMSOIL nanofiber air filters.