



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 1
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What Would You Like To See?

With spring fast approaching I begin to think about what new products you would like for us to offer.

- Should we expand on the “care” side of things or on the “restoration” side?
- Should we offer a line of paints and coatings, for example, engine paints, undercoating, touch-up paint, the POR-15 line?
- Would you like to see our line expand to even more choices of wax, dressing and protectants?
- How about a very extensive and complete line of brushes?
- Are you interested in select performance parts?
- What about services?

These are a just a few of the areas that we are considering for our growth over the next few months.

Why do I bring this up? Because the only way that I can make good decisions is with your input. I would very much like to hear from many of you regarding your thoughts and ideas of what we should add. As fun as all of

this is, we continually remind ourselves that we are in business for you. Your voice counts and we would love to hear from you.

Please call or email us with your thoughts, comments and

opinions. We look forward to hearing from you.

THANK YOU SO MUCH FOR YOUR SUPPORT! YOU ARE APPRECIATED!

Rick

Care Tip #8

Take The Time to Clean Before Applying Products

Ever been disappointed with the performance of a particular care product? Well, maybe it was applied over a dirty surface and therefore it was not able to perform as it was designed to do. I often notice people jumping directly to applying a product without taking the time to properly clean the surface. Before applying your favorite vinyl, leather or rubber dressing, or your favorite wax/sealant take the time to properly clean the surface.

Proper cleaning of the surface will allow the product to work to its maximum ability as it was designed to. You've taken the time and spent the money to purchase a good quality product and you expect to have it perform by protecting your ride and making it look nice. Don't do just half the job by jumping straight in and applying the product without proper cleaning.

- Cleaning before applying a dressing or a protectant creates a surface that will not only look much better but also removes dirt, dust and grime that creates a surface film that would normally hinder the product from soaking into the surface for maximum looks and protection.
- Cleaning the paint with the proper precleaning lotion will not only allow your wax or sealant to create a great shine and depth but will also greatly help to increase its adhesion and therefore its life and length of time that it protects.

Next time invest the time to clean the surface and I'll bet that you notice an improvement in the performance of the product.

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TRIVIA QUESTIONS:

- WHAT WAS THE MOST FUEL-EFFICIENT VEHICLE FOR SALE IN NORTH AMERICA IN 2006?

- WHAT PERFORMANCE CAR COMPANY FIRST BUILT TRACTORS?

- ANSWERS IN THE NEXT NEWS-LETTER

ANSWERS TO THE LAST EDITION QUESTIONS:

- HOW MUCH GAS DOES A CAR TYPICALLY USE TO IDLE FOR 1 MINUTE?

ANSWER: 1.6 OUNCES

- HOW MUCH GAS IS TYPICALLY USED BY A CAR TO START?

ANSWER: 1/2 OUNCE

Acceleration Defined . . .

I ran across this piece that I found fascinating so I wanted to share it with you (Author Unknown):

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500. Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced; a stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air rammed in by a supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F. Nitro methane burns yellow. The spectacular white flame seen above the stacks is raw burning hydrogen, dissociated from atmospheric water vapor by

the searing exhaust gases. Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's. Dragsters reach over 300 mph before you've completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs about \$1,000.00 per second.

Back in 2003, the top fuel dragster elapsed time record was 4.441 seconds for the quarter

mile (10/05/03, Tony Schumacher). The top speed record was 333.00 mph (09/28/03 Doug Kalitta).



Putting all this into perspective, picture this:

You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

NOW THAT'S ACCELERATION!

wheelseal

One of the most useful accessories to come along! Are you tired of wiping off tire dressing from your wheel after spraying it on? Well,



They come color coded to help you easily identify the sizes. Orange is used for the 15 and 16

inch size wheelseal with green for the 17 and 18 inch size and yellow for the 20 and 22 inch sizes. They fit perfectly over the wheel and have a small lip around the edge for even further protection. Made of plastic, they will last for years and are easily cleaned.

Be sure to order a wheel seal for each different size of wheel on your rides. They store easily and compactly as you can stack them on top of each other.

To select the correct size of wheelseal to match your wheel size, simply check the last two numbers on your tire size. This number indicates the wheel size. In our visual to the right, the last two numbers are 16. Therefore, we will need a 16" wheelseal.



no more! Just place a wheelseal over the wheel and spray your tire to your heart's content.

The wheelseal will protect the wheel from the overspray and save you time — NO MORE WHEEL WIPING!

AMSOIL 2-Stage Foam Air Filters — 50% OFF

Can it be true? YES! We are clearing out ALL of our in-stock AMSOIL 2-Stage Foam Air Filters. Why? Last year, AMSOIL announced their new nanofiber technology air filters and discontinued manufacturing the 2-Stage Foam Air Filters. That's great news except that we have a large inventory of the Foam Air Filters and need to clear them out.

Oil-wetted foam improves performance and fuel efficiency by trapping more dirt

and allowing better air flow. Washable and reusable for thousands of trouble-free miles.



- Cleanable and re-usable - saves money on replacement filters
- Full-depth filtration - stops and holds more dirt than conventional paper air filters

- Improves airflow characteristics - up to 50% more air flow than pleated-paper
- Helps extend engine life - effectively eliminates wear-causing airborne contaminants

The service life of these air filters can be extended indefinitely by simply washing in detergent and water, letting it dry and then applying AMSOIL Foam Filter Oil.

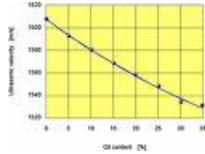
Did You Know That Your Lubricants Have A Limited Shelf Life?

Oh what now? First I'm telling you last time that your care products have a limited shelf life and now I'm saying your lubricants are going bad? Well, I'm not saying that your lubricants are going bad, just that they do have a limited shelf life and need to be stored properly.

You see, I always thought "well, the oil was in the ground for over a million years, certainly it can last a few more years on my shelf in the garage." Boy, was I wrong! Check out this article from AMSOIL that explains it all.

(The following information was reprinted with permission from AMSOIL Technical Service Bulletin OT-2005-11-21)

The range of shelf life of lubricants recommended from one manufacture to another can vary from one year to almost infinity. There is no straightforward and meaningful method to determine the shelf life of lubricants. One simple reason is that



storage environments greatly affect the shelf life of lubricants. Not all lubricants are stored under identical or ideal conditions.

There are several factors that can influence the shelf life of lubricants:

Product Design:

Chemistries and additives—some formulation chemistries and certain additives are more aggressive than others. The nature of the chemistry can affect the shelf life of lubricants.

Storage Temperature:

Both high heat (greater than 100°F) and extreme cold (lower than 0°F) can affect lubricant stability. Decreasing the storage temperature can cause sediment formation and additive separation. The ideal storage temperature should be between 45°F and 80°F.

Water:

Water can react with additives in the lubricants to form insoluble materials and shorten the shelf life. Water can

also promote microbial growth in the lubricants. Water could get into the container through improper handling or condensation. Water condensation can occur when the storage temperatures fluctuate over a wide temperature range.

Contamination:

Elements such as iron and copper in the oil can catalyze the lubricant oxidation process and shorten its shelf life. These elements can be introduced to the lubricant by improper handling, storage and use of equipment.

Frequent Agitation:

Frequent agitation of an open lubricant container can incorporate air into the oil. Oxygen can react with lubricants and affect their viscosity and consistency. Agitation also emulsifies water into oil and increases the rate of degradation.

Light:

In some cases, light may impact the color and appearance of the lubricants. (continued on page 4)

Ladies Corner — by Judy

I am all about saving money and I love buying refills. Even my hairdresser sells her products in a refillable size.

To that end, many of our Rick's Best products are available in refill sizes of 32oz., 64oz. and some even in gallons. Our most popular product is our Rick's Best Quick Detail. The 32 oz. size is only \$13.00. If you purchase 2 of the 16 oz. sizes it would total \$18.00. You save \$5.00. That savings is more money in my own pocket. The 64 oz. size is only \$19.50 which is an even bigger savings of

\$6.50 versus 2 of the 32 oz. size.

Now let's take the same look at our Rick's Best Glass Cleaner. The 16 oz. is \$5.00 and the 32 oz. is \$8.00. You save \$2.00. If you go to the 64 oz. size at \$13.00, you save \$3.00 over 2 of the 32 oz. size. The price for this product is very reasonable to begin with and if I can save money by buying it in a refillable size, that is even better!

Now especially with spring approaching, here's a product that will be used a lot — our Rick's Best Tire & Wheel Cleaner.

The tire's and wheels get a lot of road grime and brake dust. Plus, you have probably noticed the browning coloration that occurs on the tires. You need a good cleaner. Here, the 16 oz. size is \$7.50, and the 32 oz. is \$11.00 saving you \$4.00 over 2 of the 16 oz. size. Jumping up to the 64 oz. size at \$16.50 saves you \$5.50 over 2 of the 32 oz. size. There you have just a few examples of the product savings that we have. If you know that you are going to use a product a lot, the larger refill sizes are for you.

Rick's Best Cleaning Clay — Introducing a New Formula

We've just introduced a new Rick's Best Cleaning Clay formula. Our new cleaning clay is offered in a fine and a medium grade. Now you can more finely match the proper grade of clay to your needs.

Choose the fine clay for most needs, such as removing everyday environmental grit, tree sap, etc. Choose the medium clay for more difficult cleaning such as removing paint overspray and those tiny rust specks known as rail



dust. Our new cleaning clay is also more flexible and is less sticky to work with.

If you have not yet tried to clean your paint with clay, you MUST try this.

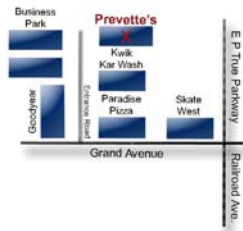
Unlike compounds, caustic solvents and abrasive cleaners, a gentle rubbing of the paint with our Cleaning Clay and Clay Lubricant is all it takes. Used with our lubricant, the clay bar is safe and will not scratch the paint. One bar normally lasts for many cleanings. Simply scrape off contaminated clay and begin with a fresh surface. Your paint will come out as smooth as glass and give your wax great adhesion!



PREVETTE'S™
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Did You Know That Your Lubricants Have A Limited Shelf Life? - continued from page 3

RECOMMENDATIONS:

The optimum storage environment:

1. Store lubricants in a cool, clean and dry indoor area.
2. The ideal storage temperature is between 45°F and 80°F and at a temperature that does not fluctuate significantly.
3. When storing drums or other large containers outside for extended periods of time, ensure that no dust or moisture enters the container.
4. Grease containers should be stored right side up due to bleeding (fluid separation). Bleeding commonly occurs with grease and is more prominent at higher temperatures.
5. Wipe off the tops and edges of containers before opening to avoid any contamination from improper handling.
6. Always use clean tools.

Common signs of improper storage or

contamination of a lubricant may include:

- Layering within the fluid
- Formation of solid particles
- Color change or hazy appearance

If any of the above conditions exist, the lubricant may have become contaminated or its shelf life may have been exceeded. In any case it is advised to dispose of the product properly.

In some instances a lubricant can be tested to determine its serviceability. If the product's test results fall within the original specifications, it should be suitable for use. The user should also validate the product's performance claims against the equipment manufacturer's current specifications. Equipment design and specification changes over time can make the old product obsolete for new equipment.



ESTIMATED AMSOIL PRODUCT SHELF LIFE:

Generally, under the ideal storage conditions discussed in the RECOMMENDATIONS section, the estimated product shelf life for AMSOIL lubricants can be very long with five years being a guideline.

Care should be exercised when using lubricants that have been stored for a long time. Lubricants can be tested in the laboratory to assure their integrity. AMSOIL offers such a service through "Oil Analyzers, Inc.". The lubricants need to be carefully evaluated against their listed chemical and physical properties to ensure there are no irreversible changes in the lubricants. For grease products, physical evaluation of the grease to ensure no excessive bleeding and proper consistency is a good practice.

(Note: This information is intended to be used as a general guideline. It is not a binding performance measurement or contract for AMSOIL products.)