

# Terry Rinker Wraps Up ChampBoat Series Championship

Team AMSOIL powerboat racer Terry Rinker entered the final race of the 2008 ChampBoat Series in East Naples, Fla. on the weekend of November 1-2 with a slim 53-point lead over second place racer Shaun Torrente, and all eyes were on the two frontrunners as they battled it out for the championship. In order to preserve his points lead and secure the championship, Rinker had to either beat or finish very close to Torrente.

Upon the start, Tim Seebold jumped out to the early lead and led wire-to-wire, winning the race in front of a hard-charging Torrente. With the advantage of holding the overall points lead, Rinker decided to take a conservative approach to the race in order to avoid any potential mistakes that might cost him the champion-



Rinker entered the final race of the 2008 ChampBoat season with a slim 53-point lead.



Rinker wrapped up his fourth championship in six years in East Naples, Fla.

ship. Battling lapped traffic for much of the 60-lap race, Rinker finished a strong fourth, winning his fourth ChampBoat Series championship in six years by a 23-point margin.

"It was tough," said Rinker of his decision to avoid pushing too hard for the win. "We were up close probably up through the halfway point of the race. Then I got tied up with a back marker,

really took some bad hops and got chopped pretty hard a couple of times. I decided at that time that I was just going to pick my way around here. It was tough seeing the leaders getting away from me at that point, but my team kept reminding me that the championship was in our hands and not to make any stupid mistakes. As much as I like to win a race, winning a championship, I think, was the more important thing for our AMSOIL sponsor and for our team."

*The ChampBoat Series races begin airing on SPEED in early December.*

*See [www.amsoil.com](http://www.amsoil.com) for air dates and times.*

## AMSOIL Sandbox Arena Enjoys Successful Opening Year

The AMSOIL Sandbox Arena celebrated its one-year anniversary in October, and according to co-owner Rob Murphy, the success of the state-of-the-art indoor motocross facility in New Richmond, Wis. has exceeded even his lofty expectations. The *Action News* recently sat down with Murphy to gain his perspective after one year of business.

**Action News:** With a full year under your belt, has the AMSOIL Sandbox Arena fulfilled your expectations?

**Murphy:** After one year we have exceeded our expectations with rider interest and track popularity. This year we expect to make an even bigger impact because we can focus more on the business, rather than the building and other first-year learning curves.

**Action News:** What kind of feedback have you received from riders using the track?



The AMSOIL Sandbox Arena is currently hosting the MX Winter Series.

**Murphy:** The feedback from the riders is all good, and the track, facility and the employees are all top notch. The track changes frequently to keep it interesting and challenging.

**Action News:** How far do riders travel in order to practice at the AMSOIL Sandbox Arena?

**Murphy:** We have riders from all over the country, and even a few from other countries. Canadians come down a lot, and we had a few from New Zealand. On a regular basis we have riders from Chicago, Eastern Wisconsin, Iowa, the Dakotas and Minnesota, as well as all the locals.

**Action News:** What has been the biggest challenge with operating the AMSOIL Sandbox Arena?

**Murphy:** I would say the biggest challenges have been letting people know about us and learning for ourselves a business that never existed before. It is new to everyone, including us.

**Action News:** The MX Winter Series and Quad Winter Series both started in October. How has that been going?

**Murphy:** The first race of the 2008-2009 Winter Series was the biggest turnout to date. Over the summer we promoted at all the races, placed ads in all the magazines and did some TV commercials, while the word-of-mouth and the Internet YouTube videos also provided excellent promotion. Last, we did a mailer to all the racers in the area (about 4,000). We are still trying to find the best way to reach people, and as we grow, we will

figure out what works the best. It is also good to get as much free press as we can, and with friends from *Motoplayground* magazine, the *Pickle* and *Cycle USA*, word travels fast and so far the word is good.

**Action News:** What has been the biggest positive from an AMSOIL perspective?

**Murphy:** Like anything, things take time to build and we are on the right track. Our focus for AMSOIL this year is to get more people using the products and becoming Dealers themselves.

## Trucks and Drivers Battle Extreme Obstacles in Top Truck Challenge

The recently-published December issue of *Four Wheeler* features the magazine's annual in-depth coverage of the AMSOIL-sponsored *Four Wheeler* Top Truck Challenge. Now in its 16th year, wheelers from around the country submitted entries in hopes of earning enough reader votes to earn one of the coveted spots in the Challenge. Once the field was set, nine contestants traveled to the Hollister Hills SVRA near Hollister, Calif. in early June to test their trucks and driving skills in seven different extreme challenges.

The first day of the Challenge kicked off with the Tow Test, challenging contestants to tow a 38,000-pound cement mixer up a 170-foot uphill dirt track. While no one made it the full 170 feet, Team Kraatz's Warthog truck made it just over 104 feet to earn the win. Next, contestants lined up for the Frame Twister, featuring a brutal course full of rocks, boulders, mud, water, logs and gaping chasms. Kraatz's Warthog earned another win in this event, finishing the course in an impressive one minute, 30 seconds. Capping off the first day was the Mud Pit, where Team Swartz's Chevy truck earned the win by racing across the mud-filled 150-foot course in a mere 8.5 seconds.

Day two of the Challenge opened with the Obstacle Course. Featuring a twisted layout and deep water holes, contestants started the event from the top of a massive, steep hill which was once the location for the Hillclimb event. Team Morris' Buggy finished the event in one minute, 35 seconds for the win. The day's events continued with the Hillclimb. Contestants were greeted by a steep 600-foot hill complete with gobs of loose dirt, sweeping turns and deep holes. When all was said

and done, Team Kraatz earned its third win of the Challenge with a time of 32 seconds. The second day of competition concluded with the Mini Rubicon, an extremely challenging 125-foot rock course with large holes, drop-offs and loose boulders. The course was so challenging that only two competitors made it through, with Team Kraatz winning its fourth event with a time of 12 minutes, 54 seconds.

The final event of the Challenge took place on day three, and if the drivers thought the first six events were brutal, they hadn't seen anything yet. Held on a quarter-mile track that climbs 195 feet from start to finish, the Tank Trap gives drivers no chance to let their guard down, featuring what *Four Wheeler* Senior Editor, Midwest Bureau Ken Brubaker describes as "a lurid collection of outrageous off-camber sections, ultra-slippery rock waterfalls, ridiculously loose dirt climbs, and seven deep and slimy water holes." Due to its difficulty, the Tank Trap is worth double points, making it crucial for competitors to do well if they want a chance at winning the Challenge. Team Hair's Wagoneer emerged as the winner with a time of eight minutes, eight seconds.

Going into the Tank Trap, Team Kraatz held a 10-point lead over Team Morris and Team Naeger. However, mechanical problems prevented Team Kraatz from finishing the event and they had to settle for eight points. Meanwhile, Team Naeger's second place finish earned the team 18 points, tying Team Kraatz in the final points standings and earning each team co-champion honors.

AMSOIL is the Exclusive Official Oil of the Top Truck Challenge.



The Top Truck Challenge featured nine contestants competing in seven grueling events.