GEAR UP

PSI ACUPRESSURE WRIST BAND

Easy-to-clean, waterproof and adjustable like a watch strap, Psi (pronounced "sigh") Bands offer a drug-free alternative to motion-sickness medications. Kelley Cimo, a Good Sam member from Corning, New York, reports, "They're more stylish and skinnier than other brands."

PRICE: $19.99 for two
www.psibands.com

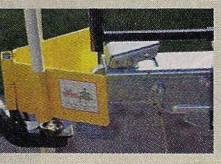
CAMCO RHINO EXTREME RV SEWER KIT

Tested to withstand temperatures up to 40 below freezing, Rhino Extreme's rugged 15-foot sewer-hose extension kit resists abrasion, dents and rust. Ray Tennison, a Good Sam member from Gilbert, Arizona, tells us, "The rings for attaching the hose to the connector are far superior to the old method."

PRICE: $59.99
www.camco.net

NEVER MISS HITCH SYSTEM

To bring your hitch ball and trailer together, the Never Miss Hitch uses a three-point sight system with wings that absorb the impact and guide the coupler. "You don't have to get out of your tow vehicle to check how close you are to the trailer hitch," says Mel Singer, a product tester from Evansville, Indiana.



PRICE: $59
www.unclenorms marineproducts.com

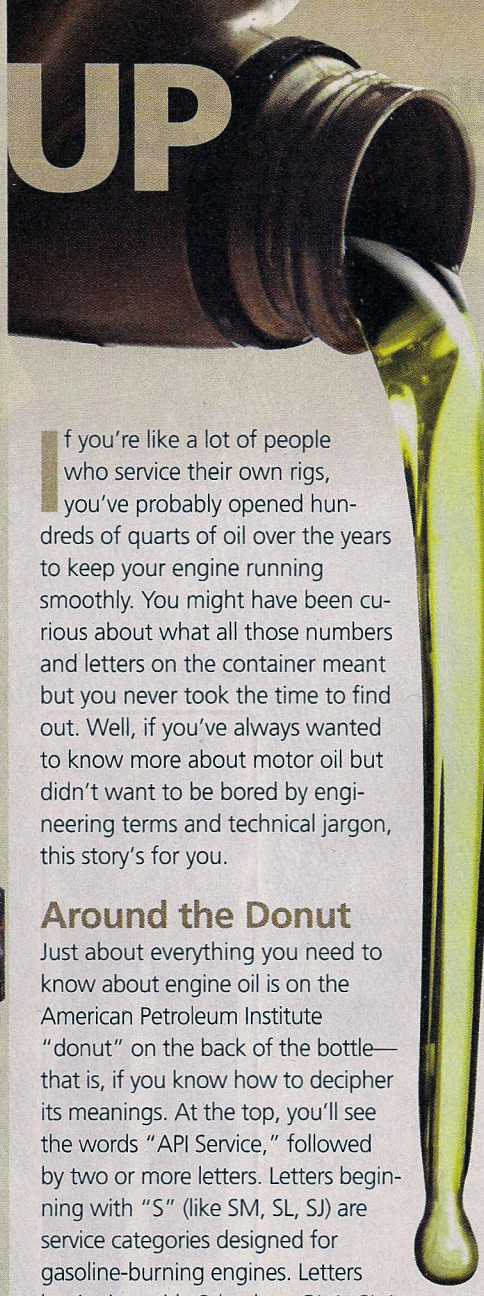
SHURHOLD DUAL ACTION POLISHER

With a six-speed, 2,500- to 6,500-OPM motor, Shurhold's Dual Action Polisher delivers buffing power without swirls or burns. David Arvizu, a Good Sam product tester from Oxnard, California, reports, "It's easy to handle, and the Pro Polish works well on dark colors."

Enter coupon code HWM to receive a $40 Bonus Pack, through April.

PRICE: $149.98
www.shurhold.com/rv

Tested by Good Sam members • Edited by Meaghan Alfier
Sign up to become a Good Sam Club product tester at **www.goodsamclub.com/memberbenefits.aspx**.



Slick

MAKING SENSE O

If you're like a lot of people who service their own rigs, you've probably opened hundreds of quarts of oil over the years to keep your engine running smoothly. You might have been curious about what all those numbers and letters on the container meant but you never took the time to find out. Well, if you've always wanted to know more about motor oil but didn't want to be bored by engineering terms and technical jargon, this story's for you.

Around the Donut

Just about everything you need to know about engine oil is on the American Petroleum Institute "donut" on the back of the bottle—that is, if you know how to decipher its meanings. At the top, you'll see the words "API Service," followed by two or more letters. Letters beginning with "S" (like SM, SL, SJ) are service categories designed for gasoline-burning engines. Letters beginning with C (such as CJ-4, CI-4, CH-4 and CG-4) are commercial categories designed for diesel applications (see "Oil ABC's").

In the center of the donut are the numbers that you're most likely concerned with: the oil's viscosity grade. Put simply, viscosity is a measure of an oil's thickness, typically expressed in grades ranging from 0 (thinnest) to 50 (thickest).

Originally established by the Society of Automotive Engineers, an oil's viscosity was initially a single grade, or "straight weight," but that changed when the SAE added winter grade designations, indicated by a "W" after the viscosity grade, like 10W. Engineers came to realize that the existing grade specification didn't adequately identify the cold-weather characteristics of a particular oil. Depending on what region the crude came from (Prudhoe Bay or the Persian Gulf, for example), two oils with the same grade could exhibit very different viscosities.

Motor oil's evolution took another big step a short time later when advances in petrochemical engineering led to the development of viscosity enhancers, making it possible for a single oil to serve double duty in both low and high temperatures. These became known as multigrade oils and are the lubricants we're familiar with today. Multigrade oils flow like a lower viscosity oil in freezing temperatures but then protect like a heavier weight oil at the SAE-specified 210 degrees. This development has resulted in today's lubricants, such as 10W-30 and 10W-40.

Changes in automotive power plants have also influenced oil formulation. Today's engines are assembled with greater precision and have tighter tolerances than the engines of yesteryear, which is why 5W-30 is the most common automotive oil grade for gasoline engines and 15W-40 proliferates among diesels.

Typically, it's recommended that you stick with the oil grade recommended by the manufacturer, but this isn't always wise. Bear in mind that the manufacturer's recommendations are based on a new or as-new engine operated in a typical environment. A high-mileage engine, or one operated in extreme heat or cold, may be better suited to a different oil grade.

Moreover, oils have a temperature operating range, so if you're in a jam and need to add a quart or two of oil to your engine but your grade isn't available, you'll be fine to select a different grade. For example, the API cites 5W-20, 5W-30, 10W-30, 10W-40 and 20W-50 as being suitable for passenger cars operated at