

# AMSOIL®

► PREFERRED CUSTOMER EDITION

MAGAZINE

JUNE 2014



## The Debate Over Reduced ZDDP and Wear Protection | PAGE 6

A Closer Look at European Motor  
Oils and SAPS Content | PAGE 8

It Never Breaks Down in  
Your Driveway | PAGE 10





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## The Debate Over Reduced ZDDP and Wear Protection | PAGE 6

### FEATURES

- 6** The Debate Over Reduced ZDDP and Wear Protection
- 8** A Closer Look at European Motor Oils and SAPS Content
- 10** It Never Breaks Down in Your Driveway

### DEPARTMENTS

- 4** From the President's Desk
- 9** Tech Talk
- 12** Racing & Promotional News
- 14** Centerlines and Updates

### ADVERTISEMENTS

- 2** When Performance Matters Most
- 5** Why Diesels are Popular
- 11** Performance Isn't Just For Racers
- 16** AMSOIL SABER® Professional Provides Clear Value for Landscapers

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### THE COVER

AMSOIL examines the role zinc and phosphorus anti-wear additives play in providing adequate engine protection.



# From the President's Desk

(This month's column is written by Executive Vice President and Chief Financial Officer Dean Alexander.)

A few years ago we set up cameras in Al Amatuzio's office in a mission to capture his life experiences on video. The roughly fifty hours of footage was never meant for broadcast. It was simply for archival purposes. His life is so rich in colorful stories, keen insights and impressive accomplishments that we needed it on record. There was no plan and no script. We just let the cameras roll.

We shared some of that video with our Dealers at AMSOIL University, and the reaction was so overwhelming we suggested to Al that all Dealers and Preferred Customers should get a brief glimpse into these private moments. Al relented and turned his column over to me. So here's Al, speaking off record, on the company, people and life.

## *Above board...*

"We're so legitimate...that you can't believe it. But that's the way we run. When I started this company I made up my mind. We'll make the best oil, we'll be honest, sincere, above board. No cheating, no lying, nothing underhanded. And so, by doing that the Dealers, they're proud. They know that what they tell people about the oil, if they learned it from us, it's true. We show it to them. Prove it. We've got it."

## *Motivation...*

"I can't tell people how to become successful. Nobody can tell you that. I can't motivate anybody. You have to motivate yourself. I can tell you what you should do to get motivated. But you've got to motivate yourself. And that would go with all the pilots I used to fly with too. Some had it and some didn't. Those who did were motivated. I was highly motivated. All through my life. Highly motivated."

## *Take the high road...*

"I teach people here in the company to take the high road. No matter how bad, take the high road. And you'll get there faster, quicker and better. And you'll feel better in here (taps his chest), you know? My grandmother taught me that. She said, 'If somebody does something bad to you, don't hate 'em, because you're going to get sick inside. Let them get sick, not you.' So I said, 'What do you do then, Gram?' She said, 'Feel sorry for them, and dislike what they did, but don't dislike the individual.' So I've used that ever since. I don't hate anybody. No matter what bad they do to me, if they do, I don't hate. I feel sorry for them."

## *Integrity...*

"This company is as...as honest as the day is long. There's nothing, nothing you can find wrong around here. Nothing! No cheating, no nothing! And that's how I run it. Respect! Respect each other. Work hard. Do your job. Get paid properly. But none of that bullshit. You know, and...integrity. You're damn right! You have to have integrity."

## *Treat people right...*

"I don't want to hurt anybody, embarrass anybody, do anything wrong. Who am I? I'm just another person. And I tell that to people. Look me in the eyes. You're no better than me, and I'm no better than you. And I mean it. I just don't say it because I want to say it. No individual, no human is better than another. So why...why be nasty? Why be mean? Somebody said to me one time, 'Al, why are you so nice?' I said, 'Do you know it takes...takes an effort to be mean? You have to think about it. To be nice, you just smile. Isn't that

easy?' It's true. Why be nasty? About anything. I'm not even nasty to my dog or anybody else's dog. And if you think you're such a damn big shot, try telling someone else's dog what to do."

## *You gotta work...*

"I want you all to dream. Go ahead and be a dreamer, but do something about your dreams. Don't just let them flit away. Dream about something. Go ahead. I dreamed about being successful with AMSOIL...with synthetic oil. Yes, I dreamed about it. But I fought my hind end off to get it going...fought those companies and all that. You just gotta do it! You gotta do what you set out to do, and you gotta work."

There you have it. No need to say more.



**Dean Alexander**

Executive V.P. and CFO, AMSOIL INC.

**Dean Alexander**  
Executive V.P. /  
Chief Financial Officer

**Alan Amatuzio**  
Executive V.P. /  
Chief Operating Officer

**A.J. "Al" Amatuzio**  
President &  
Chief Executive Officer







# WHY DIESELS ARE POPULAR

Diesels are popular for a variety of reasons, but primarily for the way the engine delivers power. Gasoline engines deliver their power at higher rpm. Anyone who ever burned rubber in a muscle car knows that you rev it up before popping the clutch. Diesels deliver their power almost at idle, operating at lower engine rpm and higher torque. Higher gear ratios can be used, thereby improving power, efficiency and fuel economy. Because diesels generate peak power at lower rpm (2000-2100 for diesel vs. 4000 for gas engines), they have a much longer service life.

The benefits of diesel engines have made them the most common “workhorses” in trucking, shipping, construction, farming and industry. Their adaptability to automobiles and small trucks has proven to be successful, and today increasingly more light-duty vehicles are being equipped with diesel engines.

**Be sure to treat your hard-working diesel to the premium protection and performance of AMSOIL products.**





# The Debate Over Reduced ZDDP and Wear Protection

Do modern motor oils formulated with reduced zinc and phosphorus anti-wear additives provide adequate engine protection? It's a question some industry insiders, auto enthusiasts and motorists have been asking for years. And as engine builders and classic-car owners continue to experience engine failures they attribute to reduced zinc and phosphorus motor oils, the debate seems to intensify. *Lubes 'n Greases* recently published a feature story on the topic, and it continues to be a hot-button issue on Internet forums and in trade magazines. Arriving at an answer, however, first requires some background information.

## What is ZDDP?

Zinc dialkyldithiophosphate (ZDDP) is the most commonly used anti-wear additive in motor oils. It contains both zinc and phosphorus components that work together to provide anti-wear protection and minimize lubricant breakdown. ZDDP also exhibits mild extreme-pressure protection.

Some motorists think that increased zinc content equals increased wear protection. Although somewhat true, the statement can be misleading. First, the mere presence of zinc doesn't mean it is in the form of ZDDP. In other forms, zinc offers additional oxidation protection but little wear protection. Second, other factors influence the oil's ability to control wear, such as its viscometrics and base stocks. While zinc is important in protecting against wear, the greatest concern should be in using a well-balanced oil that is designed for its intended application.

## How ZDDP Works

As temperatures rise and surfaces come closer together, ZDDP decomposes, and the resulting chemistry protects critical metal surfaces. When parts move during operation, any sliding or rolling motion takes place on top of or within the ZDDP anti-wear film, which reduces metal-to-metal contact. This is especially important in modified engines with flat-tappet camshafts because the engine is creating more horsepower than it was designed for, which puts more stress on the engine. High-tension valve springs, often used in racing applications, also increase the potential for cam wear and require additional ZDDP.

## Negative Effects of ZDDP

Since all engines benefit from oils with superior anti-wear properties, it seems obvious to formulate all motor oils with high levels of ZDDP. Generally, high levels of ZDDP result in volatile phosphorus being transferred from the combustion chamber to the catalytic converter. Phosphorus can blind over the catalytic reaction sites in the converter, making it less efficient in turning carbon monoxide (CO) into carbon dioxide (CO<sub>2</sub>). The EPA mandates that catalytic converters operate as designed for more than 100,000 miles. As a result, phosphorus is limited for newer motor oil specifications.

When the American Petroleum Institute (API) and the International Lubricants Standardization and Approval Committee (ILSAC) established phosphorus limits at 0.10 percent weight in 1996, motorists and enthusiasts wondered if it would negatively affect wear protection. The move to reduce phosphorus may not have taken into consideration high-performance and modified engines or engines that had yet to be broken in. The debate intensified in 2004 when the API and ILSAC further limited phosphorus to 0.08 percent, where it remains today.

Despite the reduction, there is no evidence to suggest modern engines using today's lower-ZDDP oils are suffering widespread wear. A properly formulated oil that meets API SN and ILSAC GF-5 is capable of delivering reliable wear protection in stock engines. In fact, testing shows that AMSOIL Signature Series 5W-30 Synthetic Motor Oil (ASL) offers outstanding wear protection in the Four-Ball Wear Test (ASTM D4172 Mod.).


When it comes to older engines – particularly those equipped with flat-tappet cams – and engines modified for increased performance, the challenges to delivering adequate wear protection become more pronounced.

## Flat-Tappet Cams

The design of flat-tappet cams makes them especially vulnerable to wear. As the name indicates, the tappet – or lifter – is flat. During operation the surface of the cam lobe slides rapidly over the surface of the tappet, producing high friction and temperatures. The camshaft and lifters are responsible for triggering the precisely tuned movements of the valvetrain.







Without the protective film barrier provided by ZDDP, the cams and lifters wear from the force of operation, negatively affecting cam and valve operation. Because most V-8 engines of the muscle car era came standard with flat-tappet cams, the problem is especially prevalent to classic-car and hot-rod owners.

In these applications, modern oils, such as AMSOIL synthetic motor oils, are capable of providing adequate wear protection after the engine has been broken in. But due to variables like severity of service and level of modification, AMSOIL primarily recommends high-ZDDP oils in these applications, such as Z-ROD® Synthetic Motor Oil (ZRF, ZRT) or DOMINATOR® Synthetic Racing Oil (RD20, RD30, RD50, RD60). When breaking in a rebuilt or high-performance engine, AMSOIL recommends AMSOIL Break-In Oil (BRK), which contains high levels of ZDDP for added wear protection.

#### **Demand for High-ZDDP Oils**

As the debate over ZDDP levels and engine wear continues, many enthusiasts and engine builders will continue to seek out high-ZDDP specialty oils. ■

- ▶ **AMSOIL Z-ROD® Synthetic Motor Oil (ZRT, ZRF)** is the primary recommendation for older and modified engine designs, such as those with flat-tappet camshafts. It is also designed specifically to resist rust and corrosion that attacks engines during periods of inactivity and storage.

- ▶ **AMSOIL Premium Protection Synthetic Motor Oil (AMO, ARO)** is the secondary recommendation for older and modified engines that require the protection of added ZDDP.

- ▶ **AMSOIL Break-In Oil (BRK)** is designed to work quickly in new and rebuilt high-performance and racing engines. This SAE 30 viscosity-grade oil features a no-friction-modifier formula that helps induce controlled wear in rings to help mate and seat piston rings. It also has very high levels of ZDDP.

- ▶ **AMSOIL DOMINATOR® Synthetic Racing Oil (RD20, RD30, RD50, RD60)** is formulated similarly, but more for true racing applications. It can be used in muscle cars, street rods and other high-performance vehicles with flat-tappet camshafts.



# A Closer Look at European Motor Oils and SAPS Content

## Expanding Market

European vehicle market share has grown steadily over the last decade, with roughly 10 percent of all vehicles sold in the U.S. today bearing a European badge.

## What is SAPS?

SAPS stands for sulfated ash, phosphorus and sulfur. They comprise a significant portion of a motor oil's additive content. Sulfated ash is not added to oil; it is the result of additives in the oil burning and creating ash. The additives that can produce ash are most commonly used for total base number (TBN), but also help in other areas, like antioxidancy, anti-wear, cleanliness and soot handling. Phosphorus provides anti-wear properties and further antioxidancy, while sulfur contributes antioxidancy, anti-wear properties and engine cleanliness.

## SAPS Levels

Given the beneficial properties these additives impart, it's easy to assume a higher concentration equals a better oil. But higher SAPS levels can be a detriment to expensive exhaust devices, such as diesel particulate filters (DPFs) and catalysts. The European Automobile Manufacturers' Association (ACEA) and original equipment manufacturers (OEMs) realized the importance of using motor

oil formulated with precise SAPS levels, and lower limits were established in 2010.

The three different SAPS levels of European motor oils can be confusing, especially when considering the same viscosity motor oil (5W-40) is available in mid- and full-SAPS AMSOIL European Car Formula options.

## Finding the Correct Oil

Using an oil with the correct SAPS level is vital to maximizing the longevity and performance of European vehicles.

To determine the correct motor oil recommendation, consult the vehicle owner's manual for the recommended OEM specification and viscosity, and match the corresponding AMSOIL product. You can also consult the Online Product Guide at [amsoil.com](http://amsoil.com) or MyAMSOILGarage™ to determine the correct oil.

AMSOIL formulates low-, mid- and full-SAPS European synthetic motor oils to satisfy the needs of all European cars and light trucks. They are formulated to meet the unique demands of sophisticated European vehicles, delivering excellent all-season performance, maximum fuel economy and enhanced turbocharger protection. ■

## AMSOIL European Car Formula 5W-30 Low-SAPS Synthetic Motor Oil (AEL)

is recommended for European gasoline or diesel vehicles requiring any of the following performance specifications:

- VW 504.00/507.00
- Mercedes-Benz 229.51
- BMW LL-04 • Porsche C30

## AMSOIL European Car Formula 5W-40 Mid-SAPS Synthetic Motor Oil (AFL)

is recommended for European gasoline or diesel vehicles requiring any of the following performance specifications:

### Manufacturer Approvals:

- BMW Longlife-04
- MB-Approval 229.51
- Porsche A40

### Recommended for:

- API CF/SN/SM... • ACEA C3
- Ford WSS-M2C917-A
- GM dexos2™ (supersedes LL-A-025 and LL-B-025)
- Chrysler MS-10850 (supersedes MS-10896)
- Renault RN0700/RN0710
- Volkswagen 502.00/505.01

## AMSOIL European Car Formula 5W-40 Full-SAPS Synthetic Motor Oil (EFM)

is recommended for European gasoline or diesel vehicles requiring any of the following performance specifications:

- API SN/SM • ACEA A3/B3, A3/B4
- BMW LL-01 • GM/Opel LL-B-025
- Mercedes-Benz 229.3, 229.5
- Porsche A40 • Renault 0710, 0700
- Volkswagen 502.00, 505.00







**Dan Peterson** | VICE PRESIDENT, TECHNICAL DEVELOPMENT

## AMSOIL quality-control measures are thorough and extensive.

Other companies might tout their quality-control practices, but few approach the AMSOIL standard.

When visitors tour AMSOIL headquarters in Superior, Wis., they frequently comment on the cleanliness of the facilities. Whether you walk around the offices, distribution center or the blending and packaging areas, everything is tidy and organized. That's no accident, but the result of determined effort and an unwavering commitment to quality control.

Quality control is an exacting, step-by-step process that ensures every AMSOIL product is consistently blended, consistently formulated, consistently packaged and consistently tested before a Dealer or customer makes a purchase. Many companies tout quality control, but few do it like AMSOIL. Everything AMSOIL does – from receiving raw materials and warehousing to packaging and shipping – is governed by clearly defined quality-control procedures. The first line of the AMSOIL Quality Policy states, "It is the policy of AMSOIL INC. to provide products with 'exceptional performance' that exceed customer expectations." Doing so requires exceptional employee performance and exceptional work practices.

AMSOIL operates an advanced blending operation with access to a wide range of raw materials handled by the 2.5 million gallons of storage-tank capacity on site. You probably know that AMSOIL uses the best base stocks and additives available to formulate the best lubricants possible. But that's just one of many quality-control steps taken here. Did you know that every drum, tanker truck and railroad car of raw materials AMSOIL receives is tagged and held in

quarantine until it can be tested in our laboratory? Only after the material is tested to verify it meets specifications can it be transferred into the tanks and production chain.

Lubricant blending is a meticulous activity achieved by employees following explicit work instructions and aided by ultramodern equipment. Our state-of-the-art simultaneous metered blending system (SMB) affords maximum control and efficiency over the blending process and ensures that each product receives precisely formulated amounts of base oils and additives required for optimum performance. The blending process also ensures that all fluids are carefully tested numerous times in the laboratory before being labeled as AMSOIL products. After final lab approval fluids enter the packaging stage, but the show must go on. Between runs, the lines are cleaned thoroughly with a squeegee-like device called a "pig" that makes two complete passes through the pipes to remove any residue leftover from the prior batch. This guarantees that the next fluid traveling the line has a clean environment and that cross-contamination does not occur.

Every truckload of bottles that AMSOIL receives also must pass inspection, with random bottles being examined and weighed for consistency before entering production. And before lubricants are dispensed into their packages, they are filtered according to industry specifications using appropriate synthetic media for the respective product. Bottles are filled to defined weights and capped to a consistent torque. As bottles

proceed through production, an inline scale identifies and removes any containers failing to meet specified weight requirements. They also pass a camera that inspects every bottle for crooked or loose caps. If an improperly capped bottle is discovered, the optical system sends a flashing signal notifying a line worker of the problem, who can then recap it and ensure a proper seal. Every bottle is also coded with several pieces of information, including date and time of production, which line it ran on and who was responsible for the line at that time. Such data not only provides transparency, it allows for back-referencing should a problem arise later. Even our labels go through a quality process, with all labels containing a Certificate of Analysis (COA) that guarantees their accuracy before they stamp a container.

We began this article talking about clean facilities. AMSOIL Production Manager Bill Archibald notes, "We keep the blending and production areas clean by instilling the importance of cleanliness in every employee." Clean facilities are the result of continuous and ongoing effort. If a spill occurs, it is cleaned immediately – not later, not at the end of the day, but now.

These are just a few examples of our multi-faceted approach to quality control. Going the extra mile benefits customers and Dealers alike; both can purchase, use and recommend AMSOIL products without hesitation, knowing that quality raw materials and quality procedures yield quality products. ■



# It Never Breaks Down in Your Driveway

AMSOIL Synthetic Drivetrain Fluids Provide Maximum Protection for Severe Operating Conditions.

There is much to be done before leaving for a vacation, not the least of which is proper vehicle maintenance. Most people are aware of the importance of changing their motor oil, but many people overlook the importance of changing the automatic transmission fluid and gear lube. Proper engine and drivetrain maintenance are equally important. After all, if the drivetrain fails, it doesn't matter how well the engine has been maintained. Nothing ruins a vacation quicker than becoming stranded in a remote area due to neglecting proper fluid maintenance.

Although many motorists consider their everyday driving habits to qualify as "normal service," this is not always the case. In addition, some vehicles are subjected to extreme operating conditions such as hauling heavy loads and towing heavy trailers. These extremes put more stress on drivetrain components than just driving back and forth to work. New vehicles such as turbo diesel trucks and vehicles with V-10 engines boast more horsepower and torque than their predecessors, but differential designs have remained virtually unchanged. Differentials today are subjected to severe-duty service and encounter more stress and heat than was seen in years past. Modern gear oils are faced with the challenge of providing adequate wear protection during severe-service operating conditions, while also providing maximum fuel efficiency.

Many people overstress their vehicles while on vacation. It is not uncommon to



see vacationing families driving around in overloaded vehicles. The roof rack is filled with equipment, the back seat is filled with bags and the suspension is bottomed out. Some vehicles also pull trailers or fifth-wheels with boats, and some of these vehicles exceed their rated towing limits. As vehicle stress increases, transmission and differential temperatures rise and cause conventional lubricants to thin, causing inadequate lubrication that can lead to component failure.

Some vehicle manufacturers require the factory-fill differential gear lube to be changed within the first 3000 miles, or the first 500 miles if towing. Because differentials go through a break-in period and are not equipped with filters like

transmissions and engines, the gear lube must be changed in order to drain the break-in wear particles. These particles, if left in the differential, mesh between the gears and cause gear or bearing wear or failure. Studies show that most differential wear occurs in the first 5,000 miles.

AMSOIL Signature Series Synthetic Automatic Transmission Fluid (ATF, ATL) and Severe Gear® Synthetic Gear Lube (SVG, SVT, SVO) provide maximum protection in demanding environments such as towing, hauling and commercial use, providing increased lubricant film protection and reduced wear at elevated temperatures. ■





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## ON THE BOX

WITH JEREMY MEYER

"AMSOIL is a powersports company."

This statement has been thrown about to AMSOIL employees and Dealers over the past several years. While the statement isn't wrong, it's not completely accurate either. From a product standpoint, passenger-car and diesel oils are still our strongest sellers, but the powersports market has also had an undeniable influence on the bottom-line over the years.

From my perch inside the AMSOIL Racing Department, I would agree with the statement, but tweak it to emphasize that we are so much more. AMSOIL is heavily involved with series and events such as Monster Energy Supercross, AMSOIL GNCC and AMSOIL Championship Snocross, but out of the 1,900+ events that AMSOIL is corporately involved with, roughly 72 percent are tied to car and truck racing.

The TORC Series presented by AMSOIL, IHRA drag racing (including Nitro Jam and the Sonic Rush Tour) and the depth of the AMSOIL Dirt Track Series prove that AMSOIL is much more than just a powersports company.

# Five Years, Five Titles

Justin Bogle continues the GEICO/AMSOIL/Honda championship tradition.

Team AMSOIL rider Justin Bogle has spent three trying years with the GEICO/AMSOIL/Honda team, but he finished the 2014 Monster Energy Supercross series on a high note, clinching the 250SX East Coast title in Las Vegas and extending the AMSOIL-backed team's streak of championship-winning seasons to five.

"This is really special," Bogle said. "Everyone on Team 32 - all the people that have been with me from the start - this is for them. We did this together. It's awesome to have my mom and dad here and all the guys on the GEICO/AMSOIL/Honda team. We did this together."

The Cushing, Okla. native had effectively clinched the title before the day started as the only other rider with a mathematical chance of catching him, Martin Davalos, remained sidelined with a leg injury. Even so, Bogle wanted to finish strong, and he rode out front for the first five laps of the main event before his rear tire started to deflate. He was eventually passed, but stayed aggressive enough to finish second, just ahead of teammate Matt Bisceglia.

"I had thought about just going for it and trying to win, but I didn't want to do anything that might cause me to crash, so I just remembered the bigger goal and stayed

happy with second place," said Bogle, who recorded six podium finishes in eight races this season. "This number-one plate was the goal, and now it's going home with us."

Bisceglia was thrilled to share the final podium with Bogle as his third-place finish was the best of his rookie Monster Energy Supercross campaign.

"I feel great," Bisceglia said. "I'm really pleased with the way I rode tonight. It all started coming together for me toward the end of the season. It's incredible how much talent there is at this level, and to see what Justin did to win it all is really cool."

"I can't wait to carry this momentum we're gaining into the outdoor season. We all have a few weeks to rest up, and then it'll come fast and furious. As hot as it was today, that's probably what we can expect at most of the motocross events, so we got a good preview of what we'll be dealing with."

The GEICO/AMSOIL/Honda team, including 450 rider Eli Tomac, started the Outdoor Nationals for the AMA Pro Motocross championship in late May. For a complete schedule and results, visit [www.amsoilracing.com](http://www.amsoilracing.com).



# Strong Start to TORC Season

The 2014 TORC Series presented by AMSOIL season is four rounds old, but AMSOIL Super Team drivers Chad Hord and Scott Douglas have already staked their claims as forces to be reckoned with this season.

## "Epic Win" for Douglas

To say Douglas has struggled over the past two seasons wouldn't be a good assessment. Although he didn't pick up a win in 2013, the 11-time champion still racked up nine podiums. But winning changes everything, and Douglas added to his 83 victories with one of the most pressure-filled wins of his career in Charlotte.

The El Cajon, Calif. native was blistering fast in Primm, Nev. for the opening rounds of racing in early April. He was the fast qualifier on Saturday, and even opened a big lead before a mechanical issue sidelined the AMSOIL Ford. He would rebound on Saturday, going from last to third, mostly during the second half of the race.

"We had to start at the back of the pack on Sunday," said Douglas. "We knew we had to be patient with the group right in front of us. After the mandatory caution, we got around that pack and put pressure on the leaders. We stayed out of trouble and got some much-needed points."

Those points became even more valuable as the series shifted to Charlotte, N.C. for the next two rounds of racing. Despite a sixth-place finish on Friday, Douglas took on all comers on Saturday night, fending off challenges from Adrian Cenni, Johnny Greaves, and Mark and Mike Jenkins, with all five drivers holding the lead at

least once during the 20-lap affair. At the end of the scrum, it was Douglas in front at the checkered flag.

"It sure feels great to be on top of the podium," Douglas said on the podium, "Our hard work in the off-season is paying off. There's a lot of racing left, and we feel we have the right package to keep winning at some of the bigger tracks left on the schedule."

## Hord Holds Points Lead

Primm was the perfect place for Hord to showcase his championship potential. Fast from the first practice, the Felch, Mich. racer earned the top qualifier spot for round one, then ripped around Primm Valley Off-Road Raceway for the win.

On Saturday, Hord continued at a blistering pace, but found himself in a duel with the up-and-coming CJ Greaves. The race between the two former AMSOIL Cup winners was a symphony in great racing as the two drivers swapped positions for the entire race, with Greaves just edging out the win on the final turn.

"This was a great way to start the weekend," said Hord. "The goal is to win a championship, and the truck was fast both days. We got a win, and we will head to Charlotte with the points lead."

For the AMSOIL-backed Greaves, Sunday's win was redemption after a

mechanical failure on Saturday.

"The crew worked hard to get us back on top," said Greaves. "What a fun race Chad and I had. We raced each other clean, and that will set the tone for the rest of the season."

As the series shifted to Charlotte, Hord and Greaves were once again the class of the field. Greaves enjoyed the shorter circuit at The Dirt Track at Charlotte Motor Speedway a bit more than Hord, earning a pair of wins in front of an energy-backed crowd. Hord was on his heels all weekend long, ending the two rounds of racing with a pair of second-place finishes.

With four podiums in four races, Hord leads the Pro 2wd field with a 10-point margin over Greaves, but he knows the battle is far from over.

"CJ and I will be neck-and-neck all season long," said Hord. "We started good, and now we head to Bark River, and I'll have the entire town of Felch on hand to give me a little extra bump in adrenaline."

Check out the Primm and Charlotte races at [YouTube.com/TORC](http://YouTube.com/TORC). The TORC Series presented by AMSOIL moves to Bark River International Raceway June 13-15 and Crandon International Raceway June 28-29. All the action from Bark River will be broadcast Sunday, July 13 at 5 p.m. Eastern on NBC Sports. ■



**TORC**  
THE OFF-ROAD CHAMPIONSHIP  
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## Holiday Closings

The AMSOIL corporate headquarters and U.S. distribution centers will be closed Friday, July 4 for Independence Day. The Edmonton and Toronto distribution centers will be closed Tuesday, July 1 for Canada Day.

## Ea® Air Filters Discontinued, Available While Supplies Last

AMSOIL Ea Air Filters (EAA) are discontinued due to declining sales and other influences from the evolving air-filter market. As vehicles have evolved, so have their filtration needs. Past model-years featured many vehicles requiring the same size air filter, allowing filter manufacturers to cover many vehicles with fewer filters. Today's market, however, features many vehicles with unique filter requirements, necessitating the management of a large and growing number of filters.

The mass shift from do-it-yourself (DIY) to do-it-for-me (DIFM) has also impacted AMSOIL filter sales. AMSOIL Ea Air Filters cannot compete with the low-cost options offered by auto service centers. In addition, it is becoming increasingly more difficult and costly to secure technology that delivers performance advantages. Ea Air Filters are available while supplies last. AMSOIL continues to offer filtration products from WIX, Mann and Donaldson.

## WIX Price Adjustment

WIX has implemented a minimal price adjustment for select filters effective June 2. The prices for 47 filters will increase by an average of 4 percent, while the prices for seven filters will decrease by an average of 6.5 percent.

## Potential Metal Protector Backorder

An inventory issue has created the potential for backorders of U.S.-labeled AMSOIL Metal Protector (AMP). To mitigate the issue and reduce backorders, orders for U.S.-labeled Metal Protector will be temporarily filled with Canadian-labeled Metal Protector (CMP) until the issue is resolved in early June. The Canadian-labeled product features the same chemistry as the U.S.-labeled product, but has a slightly different label and includes a fan actuator instead of a stream actuator. The Canadian label does not meet California label requirements. Therefore, MP is not available in California until further notice. Be aware that, despite these efforts, Metal Protector may still be temporarily backordered in both countries.



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## DEALERSHIP OPPORTUNITIES AVAILABLE

Be your own boss. Full-time or part-time, an AMSOIL Dealership is the ideal business opportunity. No quotas to fill. No inventory requirements. Contact your sponsoring Dealer or see the Preferred Customer Zone for more information. To upgrade to Dealer, click the "Buy Wholesale" link at the top of [www.amsoil.com](http://www.amsoil.com) or order or download a Change of Status Form (G18US in the U.S., G18UC in Canada) from the Preferred Customer Zone.

## Filter Wrenches

The line of AMSOIL filter wrenches applies to nearly the entire line of Ea® Oil Filters (EaO/Ea15K) and Ea® Motorcycle Oil Filters (EaOM).

### Filter Wrench (64 mm)

Designed to install and remove AMSOIL Ea Oil Filters and Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 64 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EA15K09, EA15K10, EA15K12, EA15K13, EAO14, EAOM103, EAOM103C, EAOM109. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



Stock #	U.S.	Can.
GA265	2.65	3.00

### Filter Wrench (74 mm)

Designed to install and remove AMSOIL Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 74 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAOM122C, EAOM132, EAOM132C, EAOM133, EAOM133C, EAOM137C. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



Stock #	U.S.	Can.
GA258	2.65	3.00

### Filter Wrench (76 mm)

Designed to install and remove AMSOIL Ea Oil Filters and Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 76 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAO17, EAO18, EA15K20, EAO23, EA15K29, EA15K32, EAO34, EAO37, EAO38, EA15K50, EA15K51, EAO64, EAOM122, EAOM134, EAOM134C, EAOM135, EAOM135C, EAOM136C, EAOM138. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



Stock #	U.S.	Can.
GA251	2.65	3.00

### Filter Wrench (93 mm)

Designed to install and remove AMSOIL Ea Oil Filters in hard-to-reach locations, this easy-to-use 93 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAO11, EAO15, EAO21, EAO24, EAO26, EAO27, EAO31, EAO40, EAO42, EAO52, EAO59, EAO98. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



Stock #	U.S.	Can.
GA252	2.65	3.00



# AMSOIL CLOTHING AND PROMOTIONAL ITEMS

Very limited quantities of the following AMSOIL clothing and promotional items are available while supplies last.

## Black 2013 Rally T-Shirt

Highlights AMSOIL as the Official Oil of the Sturgis Motorcycle Rally, Daytona Bike Week, Laconia Motorcycle Week, the Lone Star Rally and Biketoberfest. Constructed of 50/50 cotton/polyester blend. Available in black or white.

Stock #	Size	U.S.	Can.
G3129	S	14.95	18.10
G3130	M	14.95	18.10
G3131	L	14.95	18.10
G3132	XL	14.95	18.10
G3133	2X	17.95	21.70
G3134	3X	20.95	25.35



Front



Back

## White 2013 Rally T-Shirt

Highlights AMSOIL as the Official Oil of the Sturgis Motorcycle Rally, Daytona Bike Week, Laconia Motorcycle Week, the Lone Star Rally and Biketoberfest. Constructed of 50/50 cotton/polyester blend. Available in black or white.

Stock #	Size	U.S.	Can.
G3149	S	14.95	18.10
G3150	M	14.95	18.10
G3151	L	14.95	18.10
G3152	XL	14.95	18.10
G3153	2X	17.95	21.70
G3154	3X	20.95	25.35



Front



Back

## Erik Buell Racing T-Shirt

Highlights the AMSOIL partnership with Erik Buell Racing. Constructed of 50/50 cotton/polyester blend to reduce fading.

Stock #	Size	U.S.	Can.
G3041	M	16.95	20.45
G3042	L	16.95	20.45
G3043	XL	16.95	20.45
G3044	2X	19.95	24.10
G3045	3X	19.95	24.10



Front



Back

## Ladies' Long-Sleeve Shirt

Ladies' long-sleeve sky blue professional non-iron shirt. Embroidered logo.

Stock #	Size	U.S.	Can.
G2624	XL	36.30	44.10
G2625	2X	38.60	46.90



## Ladies' 3/4-Sleeve Shirt

Ladies' 3/4-sleeve soft touch split-neck shirt. Embroidered logo.

Stock #	Size	U.S.	Can.
G3008	S	36.00	43.60
G3009	M	36.00	43.60
G3012	2X	39.00	47.20
G3013	3X	39.00	47.25



## Ladies' Sports Shirt

Black ultra-dry lightweight polo is constructed of comfortable 100 percent polyester.

Stock #	Size	U.S.	Can.
G3059	M	32.00	38.70
G3060	L	32.00	38.70
G3063	3X	36.00	43.60



## Star Stripe Cap

Navy stretch brushed cotton spandex Perfect Fit sandwich visor cap with embroidered logos and design.

Stock #	Size	U.S.	Can.
G2910	L	14.75	17.90
G3019	XL	14.75	17.90



## AGGRAND Banner

Screenprinted 3' x 6' vinyl banner is hemmed for durability and includes eight grommets and four 6' ropes for attachment.

Stock #	Wt. Lbs.	U.S.	Can.
G1108	2.0	26.00	31.65







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