AMSOIL MAGAZINE

▸ PREFERRED CUSTOMER EDITION

OCTOBER 2014

Store Equipment with Confidence

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Technical Services Most Frequently Asked Questions

| PAGE 10

WHY COLD-FLOW PROPERTIES MAKE A DIFFERENCE.

Two- and four-stroke snowmobiles use different oiling systems, but both require oils with excellent cold-flow properties for maximum protection. Today's two-stroke snowmobiles direct less oil to critical components, through narrower passages, for longer distances. Oils that thicken at cold temperatures are difficult to pump and can fail to reach components at startup. Four-stroke engines, meanwhile, are splash-lubricated. Thick oil can cause difficult starts while failing to properly lubricate at startup, increasing engine wear. AMSOIL synthetic two- and four-stroke snowmobile oils feature outstanding cold-flow properties for maximum engine protection in the coldest weather.

They are engineered to exceed the performance requirements of any sled you ride, whether Polaris, Arctic Cat, Ski-Doo or Yamaha.

AMSOIL MAGAZINE

PREFERRED CUSTOMER EDITION

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THE COVER

AMSOIL Engine Fogging Oil and gasoline additives provide outstanding protection for stored equipment.

From the President's Desk

In August we issued an online survey to Preferred Customers in an effort to gain feedback on ways we could deliver even greater value in the products and services we provide. The survey was capped, but the reaction was so overwhelming many Preferred Customers did not get a chance to respond. A second survey was then issued in September, and while we compile those results, I can tell you that the results from the first survey proved revealing. A few insights, in particular, jumped out at me.

When asked why they use AMSOIL products, 68 percent of the responses related to quality. High performance and better engine protection were cited specifically. Nearly 23 percent of that segment indicated that AMSOIL products are simply the best. Quality, of course, has been synonymous with AMSOIL since we revolutionized the industry with the introduction of our very first motor oil in 1972. Quality defines us. No one has more experience in synthetic lubricant technology than AMSOIL, and our mission to deliver the best has never wavered.

When asked how many people they have recommended AMSOIL products to in the past year, 78 percent said at least three. Twenty-three percent of that segment said over 10. That's outstanding and I thank our Preferred Customers for that. There is no better form of advertising than word-of-mouth. It's concrete testament to customer satisfaction, and I'm convinced that no other motor oil company has earned that degree of allegiance. Although AMSOIL invests heavily in promoting our brand, we can't compete with the enormous advertising budgets at the disposal of the majors. And that's fine. I'll take the solid endorsements from our customers over that any time.

Forty percent of the survey respondents indicated they will, or may, one day become Dealers. Whether or not a Preferred Customer decides to become a Dealer is totally up to the individual. I will only say that many of our most successful Dealers began as loyal customers.

Most interesting to me was the response to the question, *How loyal would you say you are to the AMSOIL brand?* Nearly 60 percent of the respondents indicated they were very loyal, and AMSOIL products are all they use. Another 27 percent indicated they were quite loyal and would go out of their way to find AMSOIL products. Again, that's outstanding. I am grateful but not surprised. We meet the criteria generally agreed upon by many brand loyalty experts. I share that criteria again.

Something better: AMSOIL products are formulated to the absolute highest standards. We invest in technology that other companies will not invest in. AMSOIL does not compromise on quality. We do not sacrifice performance for the sake of profit margins. AMSOIL products bring value that other products do not bring.

Sense of belonging: Consumers identify with AMSOIL. We are an unconventional company with unconventional products. AMSOIL consumers belong to an exclusive club. They share a desire for performance that is lost on other consumers. They know something other consumers do not know.

Credibility: AMSOIL products do what we claim they will do. We push our products to the limits, and we never make claims that aren't supported by aggressive testing in the lab, field and track. The AMSOIL reputation was not established through marketing hype. Consumers have come to expect the best from AMSOIL, and we deliver.

Accessibility: We don't hide from our consumers. Our staff remains available at all times. We field technical questions at all levels, don't run from complaints and apply consideration to all worthwhile suggestions. Consumers want to know they have access to real people, and AMSOIL takes that responsibility seriously.

Sustainability: We remain ahead of the curve. We deliver products people want, and our products deliver value. The AMSOIL brand has endured because we continue to raise the bar. Consumers trust us and they have every reason to do so. Our goal has always been to ensure that every person who becomes an AMSOIL customer will remain an AMSOIL customer for life.

I thank those Preferred Customers who made the effort to complete the surveys. We value your input. More importantly, I thank all Preferred Customers for your commitment to our products and your loyalty to our brand. It does not go unappreciated.

A.J. "Al" Amatuzio
President and CEO, AMSOIL INC.

Z-ROD® SOLVES THE PROBLEM

Catalytic converters make the harmful byproducts of combustion less harmful by transforming them into carbon dioxide and water before they leave the exhaust system. Unfortunately, the zinc and phosphorus anti-wear additives in motor oil have been shown to reduce the efficiency of catalytic converters.

In 2004 a decision was made to reduce zinc and phosphorus levels in motor oil to accommodate these emissions-reduction devices. Shortly after, there followed a huge outbreak of flat-tappet camshaft failure. The culprit turned out to be the lack of zinc and phosphorus in motor oil.

The solution became quickly apparent: the oil in muscle cars and vintage cars must provide beefier levels of zinc and phosphorus. In order to effectively address this issue head on, AMSOIL Z-ROD® Synthetic Motor Oil is formulated with extra levels of zinc and phosphorus.

STORE EQUIPMENT WITH CONFIDENCE

AMSOIL products provide outstanding protection through the offseason.

Fall is in full swing and it's time to think about getting summer equipment put away before winter hits. Preventive maintenance is critical before storing equipment for any extended period. Properly storing equipment through the cold winter months protects the engine, prevents rust and prepares it for action when spring rolls back around.

Fight Corrosion and Dry Starts

During long periods of storage, inconsistent ambient temperatures can cause condensation to form within the engines of two- and four-stroke recreational vehicles, handheld power equipment, construction and farm equipment and other equipment used seasonally or infrequently. When the condensate comes in contact with steel and iron components, surface corrosion can form, leaving cylinder liners, piston rings, anti-friction bearings and other contact surfaces laden with rust. Internal corrosion and rust can flake, leading to increased engine deposits, wear and friction, and cause the engine to run hotter and less efficiently, effectively reducing equipment life and increasing maintenance time and costs. Long periods of storage can also dry out cylinders. Dry-starting an engine often results in permanent damage and can dramatically shorten the life of the equipment.

While most two- and four-stroke motor oils are formulated to protect against internal corrosion and dry starts, their effectiveness fades over time. AMSOIL Engine Fogging Oil (FOG) is an excellent solution for long-term protection against corrosion and damage from dry starts. Engine Fogging Oil's aerosol spray formulation thoroughly and evenly coats internal components to protect against corrosion and prolong engine life.

Fight Deposits, Gumming and Varnish

Ethanol and other harmful contaminants commonly found in fuel can wreak havoc on a stored engine. Most fuels are pre-treated with the lowest additive concentration (LAC) level of additives, which allows them to be stored for a short period of time before degrading. During storage, however, degraded fuel can interact with air and moisture to form gums, varnish and deposits throughout the fuel system. These impurities can gum floats; clog injectors, fuel lines and carburetors; and cause poor engine performance and starting problems. Adding AMSOIL Gasoline Stabilizer (AST) to fuel before long-term storage can help prevent harmful deposits from forming in the tank and fuel system, eliminating the need to clean or replace carburetors after long-term storage. For short-term storage, AMSOIL Quickshot® (AQS) should be used.

Applications

AMSOIL Gasoline Stabilizer and Engine Fogging Oil applications include, but are not limited to, motorcycles, snowmobiles, ATVs, outboard motors, stern-drive and inboard marine engines, personal watercraft, lawn equipment, chainsaws, snowblowers, portable generators, handheld power equipment, motor scooters, powered farm equipment, powered construction equipment, cars and trucks. ■

Benefits Beyond Extended Drain Intervals

Extended drain intervals are a major benefit of AMSOIL synthetic motor oils, saving customers time, labor and money. Key to the ability of AMSOIL synthetic motor oils to provide extended drain intervals are top-quality synthetic base stocks and premium additive packages that ensure they maintain their protective viscosities, neutralize acids and prevent the formation of harmful sludge and varnish deposits.

Still, however, even with vehicle manufacturers and a number of lubricant manufacturers extending drain interval recommendations, some customers continue to abide by 3,000-mile drains and have not yet embraced the concept of extended drain intervals. In addition to the benefits of extended drain intervals, the superior formulations of AMSOIL synthetic motor oils provide many other benefits:

Extended Equipment Life

AMSOIL synthetic motor oils are formulated with top-of-the-line synthetic base stocks that provide excellent viscosity film strength for superior wear protection, while robust additive packages further reduce wear in metal-to-metal contact regions, extending equipment life and reducing major repairs. In addition, while wear protection is often compromised in conventional oils operating in hot and cold temperature extremes, AMSOIL synthetic motor oils maintain their protective viscosities in extreme temperatures, providing outstanding protection and performance.

Fuel Economy

AMSOIL synthetic motor oils have been shown to yield improved fuel economy over conventional motor oils. Their smooth, uniform lubricating molecules slip easily across one another, helping reduce friction, resist volatilization and improve fuel efficiency. Conventional lubricants are very susceptible to volatility, increasing viscosity and forcing the engine to consume more energy pumping oil at the expense of fuel economy.

Cold-Temperature Protection

Conventional lubricants often contain paraffins (wax) that cause the lubricants to thicken and lose ability to flow in cold temperatures. Cold-thickened lubricants sometimes hinder the rotation of the vehicle's crankshaft so much that it cannot rotate fast enough to start the engine. In addition, cold-thickened lubricants may leave working parts unprotected for as long as five minutes, causing significant wear. AMSOIL synthetic motor oils contain no paraffins and flow readily in extremely cold conditions, reducing drag on moving engine parts, allowing engines to start in the coldest winter temperatures and providing immediate post-startup lubrication.

High-Temperature Protection

High-temperature operation causes many conventional oils to volatilize and lose mass, seriously compromising their protective qualities. AMSOIL synthetic motor oils provide superior protection and performance in high temperatures, resisting volatilization, keeping oil consumption and emissions extremely low and ensuring engines are thoroughly lubricated and protected. High temperatures also contribute to oil oxidation that leaves behind damaging acids and deposits. AMSOIL synthetic motor oils are formulated with premium additive packages that resist oxidation and keep engines running clean and deposit-free.

Corrosion Protection

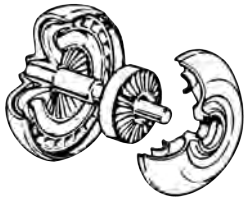
Corrosion inhibition is an especially important feature for engines subject to frequent short-trip operations and for stored engines. AMSOIL synthetic motor oils contain anti-corrosion agents, preventing the formation of corrosion on critical engine components and extending equipment life. ■

* whichever comes first

SHIFTING GEARS

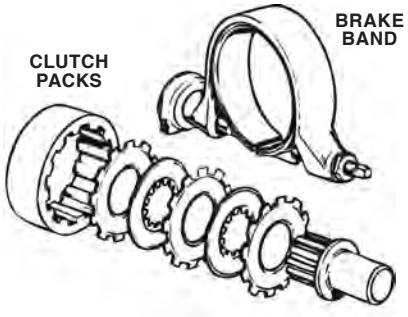
Automatic transmission components place special demands on automatic transmission fluid (ATF).

Torque Converter



The torque converter is a fluid coupler between the engine and the gears of the drivetrain. It consists of two halves, one attached to the engine (impeller) and one attached to the transmission (turbine). As the engine spins the impeller, ATF is forced across a small gap onto blades of the turbine, causing it to spin as well. The rotating turbine eventually provides power to the drive wheels.

Fluid Requirements: thermal and oxidation stability, anti-corrosion properties, seal compatibility, minimal viscosity/temperature change characteristics, anti-foam ability

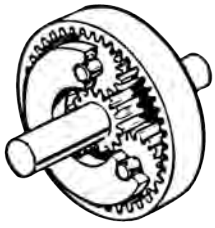


Clutch Packs and Brake Bands

Clutch packs and brake bands are mechanical devices that release or hold rotating members. When applied with transmission fluid pressure, they will either hold or turn the gear sets to provide different gear ratios.

Fluid Requirements: correct frictional properties, thermal and oxidation stability, minimal viscosity/temperature change characteristics, anti-wear properties

Gears



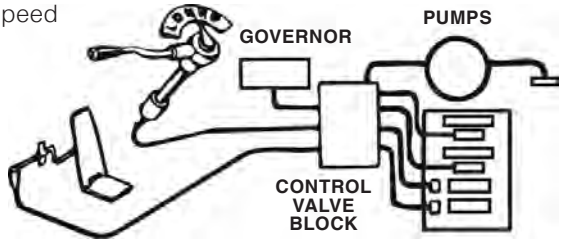
Gears transfer torque and power and can provide the vehicle with changes in speed and direction. Planetary gear sets are used as the basic means of transferring or multiplying torque from the engine, and they offer many advantages over manual slide-type gears. Force is distributed over many teeth for more strength, and they are always in mesh and do not have to be shifted to change gears.

Fluid Requirements: extreme-pressure properties, anti-wear properties, anti-corrosion properties

Transmission Hydraulic System

The transmission oil pump, driven by the torque converter, generates fluid pressure inside an automatic transmission. Pressurized fluid is the force used to move the valves that determine shift points. The control valve assembly senses inputs from many sources and regulates the valves to provide smooth shifts at the correct time, based on vehicle speed and engine load.

Fluid Requirements: minimal viscosity/temperature change characteristics, anti-corrosion properties, seal compatibility, anti-foam capability, anti-wear properties



AMSOIL Protection

AMSOIL synthetic automatic transmission fluids are formulated to provide outstanding protection and performance in modern automatic transmissions, providing excellent thermal and oxidation stability, maintaining viscosity over a broad temperature range and maximizing transmission performance.

Signature Series Synthetic Automatic Transmission Fluid (ATF, ATL) provides reserve protection in fleet vehicles, heavy-duty pickups, work trucks and other severe-service applications that quickly break down other lubricants. Follow the vehicle manufacturer's normal-service drain interval in normal service or double the vehicle manufacturer's severe-service drain interval in severe service.

OE Synthetic Automatic Transmission Fluid (OTF, OTL) provides outstanding protection for passenger-car/light-truck transmissions throughout original equipment manufacturer (OEM)-recommended drain intervals. ■

Coolant's main job is to transfer heat.

Much like lubricants, however, coolants aren't as simple as they appear.

Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

Motor oil has been a big focus for AMSOIL over the years and this will continue. We spend a lot of time talking about the differences in motor oil designs and quality because it has a major impact on vehicle performance and longevity. We have not focused very often on the other side of the engine block, but it is an important component of overall vehicle maintenance. In the mid-80s, many preventable engine failures were caused directly by problems with the cooling system – up to 50 percent according to some heavy-duty sources. Today, this number has been reduced significantly with the use of fully formulated coolants, but cooling systems continue to be a big source of maintenance problems.

There are some basic jobs that a coolant has to perform, just like motor oil, or engine life is significantly reduced. The main job of the coolant is to keep the engine cool. Many systems also use coolant to reduce the temperature of transmission fluid. In heavy-duty applications coolants are used in liquid-cooled brakes and to cool gases in exhaust gas recirculation (EGR) systems. Regardless of the component, the main job of coolants is to transfer heat.

Seems pretty simple, so why don't we just use water alone? It's cheap, readily available and does a good job transferring heat. Seems like a good idea, but straight water contributes to excessive corrosion in engines and contributes to cavitation issues, erosive wear and failures. Additionally, water has a nasty tendency to freeze below 32°F, which makes it hard to use during winter in northern climates.

Unless you use purified water, there are a bunch of dissolved solids in most water that produce scale on hot surfaces, resulting in cooling system failures. Water also wants to boil at 212°F so without modification, you will have a tendency to create steam and boil over the cooling system. Modern coolant designs address all the issues outlined above and more. A coolant is typically a mix of either ethylene glycol (EG), propylene glycol (PG) or glycerin, additives and water. You can think of the EG or PG as the functional base fluid. The main job of this component is to keep the coolant from freezing and boiling over in use. The additives are used to control pH and foaming, protect metal surfaces and neutralize acids produced as coolants age. Water is used as a medium for heat transfer as it does an excellent job in this area.

Like lubricants, there are a number of different designs and quality levels of coolants on the market. There also are a number of different terms used to describe coolant additive technologies, such as conventional, fully formulated, OAT, HOAT, NAPS and so on. These general terms attempt to classify different ways to provide the chemistries used to perform the additive jobs described above. The important thing to remember is to use the coolant type required by the vehicle and be careful when mixing fluids.

There are a couple key things to keep in mind in caring for your coolant and coolant system. The first is the source of water you use to mix the coolant. Poor-quality water contributes to corrosion, scale and build-up of dissolved solids in the cooling system. All of these create major issues regardless of the type or quality of coolant used in the system. You can quickly ruin an expensive coolant with poor-quality water.

Another key maintenance item is to simply check your coolant level regularly. If your coolant falls below the critical level, heat will build up quickly and expand critical engine parts, including the block housing the pistons. As this area expands, metal parts come in closer contact, resulting in excessive wear and creating permanent damage to your engine. Check the level and fix leaks promptly.

The final thing you can do is change your coolant when you see signs of issues. Small changes in color are not indicators of coolant condition, but if it appears to contain particles the system needs to be cleaned and the coolant should be changed. If there is a significant abnormal odor when checking your coolant, the system should be inspected and coolant changed. If you suspect an issue when checking the level, Oil Analyzers has a coolant analysis service that can help diagnose issues and help find the source of the problem.

Light- and heavy-duty vehicle designs are changing faster than ever. Powersports applications are also evolving and moving toward liquid cooling for many applications. Most of the design changes are placing increasingly more stress on both motor oils and coolants. AMSOIL is closely watching and testing to ensure our products and recommendations are compatible with this quickly changing environment. ■

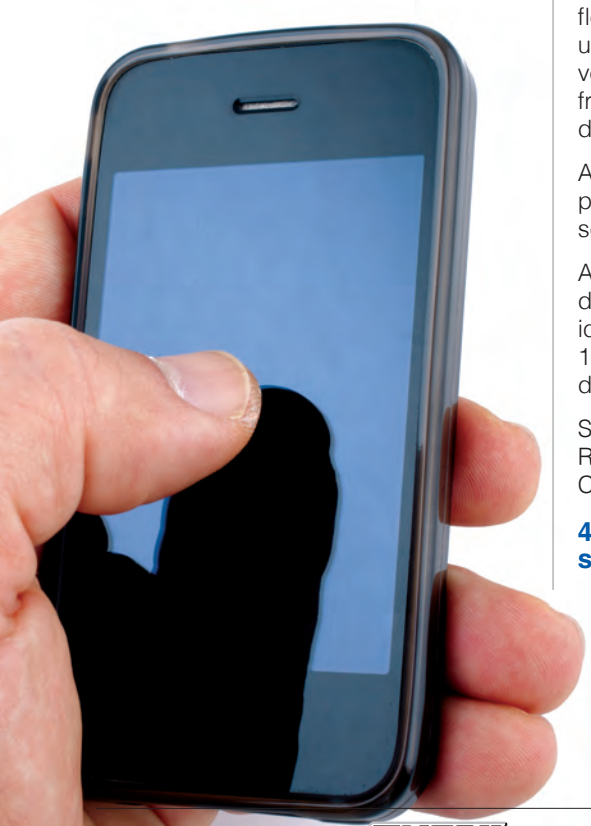
TECHNICAL SERVICES
MOST FREQUENTLY ASKED QUESTIONS

1) Which AMSOIL synthetic motor oil is recommended for my vehicle?

The quickest and easiest way to determine recommended AMSOIL lubricants and filters is through the Product Guides link located at the top of www.amsoil.com. Product Guides are available for auto/light trucks, motorcycles, ATVs, snowmobiles, marine outboards, small engines and personal watercraft (PWC). These are the same guides used by AMSOIL Technical Services to make recommendations.

2) How does AMSOIL synthetic motor oil compare to other products?

The importance of using good-quality oil cannot be overstated. AMSOIL synthetic motor oils consistently outperform other oils in virtually every category of performance, including wear protection, extreme high- and low-temperature performance, foam control, viscosity retention, rust and corrosion protection, volatility and fuel economy. While other brands may provide good performance in some of these areas, AMSOIL synthetic motor oils consistently perform at the top in every category. Drivers can have confidence knowing that AMSOIL synthetic motor oils provide maximum performance and protection.



See the A Study of SAE 5W-30 Synthetic Motor Oils (G3115) brochure for additional information.

3) What is normal and severe service?

Each vehicle manufacturer defines "normal" and "severe" driving conditions for its equipment. AMSOIL offers its own definitions of normal and severe service in order to provide uniform guidelines and clarity for all AMSOIL customers.

AMSOIL defines severe service for gasoline engines as primarily short trips (less than 10 miles [16 km]); turbo/supercharged engines; commercial or fleet vehicles; excessive idling; first-time use of AMSOIL synthetic motor oil in a vehicle with more than 100,000 miles; frequent towing, hauling, plowing or driving in dusty conditions.

AMSOIL defines normal service as personal vehicles not operating under severe service.

AMSOIL defines severe service for diesel engines as extensive engine idling, primarily short trips (less than 10 miles [16 km]) or frequent driving in dusty conditions.

See the AMSOIL Product Recommendation and Drain Interval Chart (G1490) for additional information.

4) What is the difference between synthetic and conventional oil?

Motor oil, whether synthetic- or petroleum-based, consists of molecular chains of hydrogen and carbon atoms known as hydrocarbons. Petroleum crude oil is a thick, highly flammable dark-brown or greenish liquid with high energy density. Many contaminating elements exist in this complex mixture of hydrocarbons, including sulfur, nitrogen, oxygen and metal components such as nickel or vanadium. Petroleum crude oil is the raw material used for a wide variety of petrochemicals, including solvents, fertilizers, plastics and lubricants.

The oil refining process separates the various types of molecules in the oil by weight, resulting in a concentrated batch suitable for manufacturing products such as gasoline, LPG, kerosene or lubricant base oils. The chemical composition of conventional motor oil can vary substantially depending on the raw crude oil refining process.

While petroleum base oils are refined, synthetic base oils are manufactured and can achieve a higher performance level. Synthetic oil is chemically engineered for a certain molecular composition with a tailored and uniform structure. Such fine-tuned control over the final molecular composition of synthetic oils is the key to their superior performance. Designing molecular structures in a planned and orderly fashion results in molecules, and end-products, that are far more stable than their refined petroleum counterparts.

5) Can AMSOIL synthetic lubricants be used in new engines?

Yes. AMSOIL synthetic lubricants are perfectly safe for use in both new and high-mileage engines. In fact, many new vehicles now come factory-filled with synthetic oil.

6) Why is there a time and miles oil change interval on AMSOIL products?

No matter how well motor oil is formulated, it won't last forever. As the miles accumulate, motor oil begins to degrade and lose its lubricating effectiveness, while the additives are depleted. Severe-service driving

Every week, AMSOIL Technical Services fields phone calls and emails from Dealers, Preferred Customers, accounts and customers. The following are the 10 most common questions the department receives, along with their answers.

conditions accelerate this process. While it's obvious that thousands of miles of driving will take its toll on motor oil, less obvious is the role time plays in breaking down motor oil. Even when not driving, chemical changes take place within motor oil that lead to degradation and the need for an oil change. Oxidation is a prime culprit. The interaction between oxygen molecules and motor oil molecules naturally leads to chemical breakdown. Just as oxygen causes a cut apple to brown or exposed metal to rust, it breaks down base oils and reduces motor oil's effectiveness. Although synthetic base-oil molecules are naturally much more resistant to oxidation than conventional base-oil molecules, they eventually succumb to oxidation's attack. Oxidation can lead to increased oil viscosity, which negatively affects energy efficiency. It also causes the formation of harmful deposits and sludge.

Vehicles are also subjected to temperature swings, even when not in use. Temperature swings cause condensation to form inside the engine, leading to water contamination. Not driving for extended periods – or taking short trips that don't allow the engine to fully warm up – allows water to remain in the oil rather than evaporating and exiting through the tailpipe. Water contributes to engine corrosion.

When a vehicle is driven, contaminants form as natural byproducts of combustion. Acids lead to sludge formation and corrosion, and those acids and other contaminants continue to affect chemical changes in the oil, even while not driving.

Even though all motor oils have to eventually be changed regardless of mileage, high-quality synthetic oils – like AMSOIL synthetic motor oils – allow motorists to go longer between oil changes for maximum convenience and cost savings.

7) How can AMSOIL Signature Series Synthetic Motor Oil go 25,000 miles?

AMSOIL Signature Series Synthetic Motor Oil is formulated using premium synthetic base oils, and the highest-quality additives, that provide extended-drain capabilities. It achieves greater cleaning powers while providing better equipment protection over longer oil drain intervals. The unique synthetic formulation and robust TBN retention work to resist oxidation and neutralize the acids that shorten the service lives of other oils. Its characteristic resistance to high-temperature volatility (burn-off) helps reduce oil consumption while maintaining viscosity longer than other oils. Check the product data bulletin for specific recommendations.

8) Will using AMSOIL synthetic motor oil void my vehicle warranty?

Using AMSOIL synthetic motor oil has no effect on vehicle warranties. A federal law called the Magnuson-Moss Act (1975) prevents original equipment manufacturers from putting conditions on vehicle warranties attached to any product or service identified by brand, trade or corporate name, unless the manufacturer provides that product or service free-of-charge. This means consumers have the freedom to use aftermarket products of their choice without fear of losing the original limited or implied vehicle warranty.

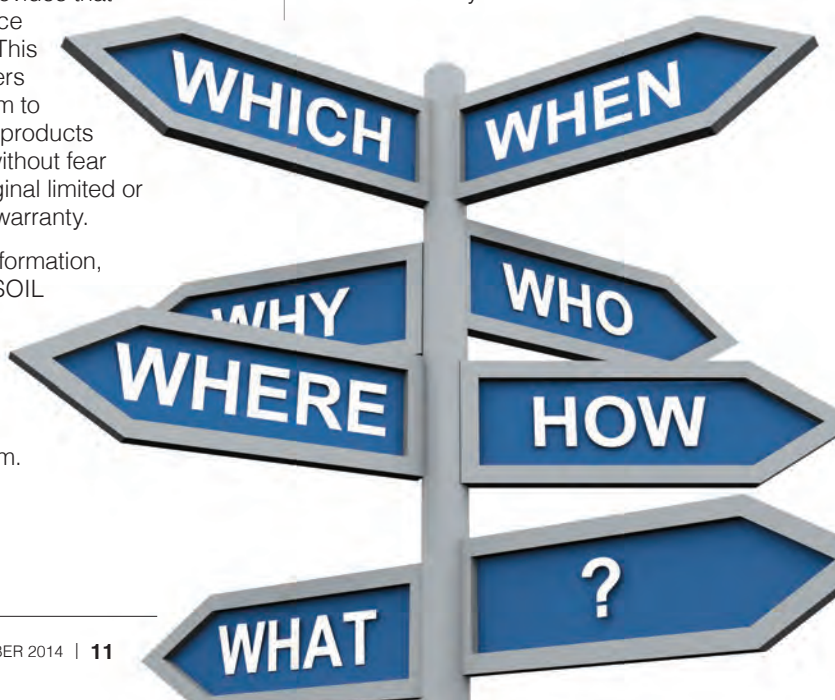
For additional information, contact the AMSOIL Technical Services Department at (715) 399-TECH (8324) or tech@amsoil.com.

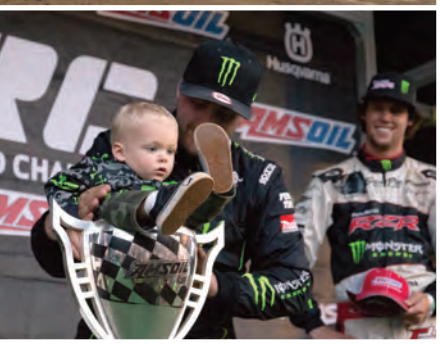
9) Will extending oil drains affect my vehicle warranty?

No. Extending oil change intervals will not void new vehicle warranties. To affect the vehicle warranty, it must be determined that the lubricant was directly responsible for the failure; if the oil didn't cause the problem, the warranty cannot be voided, regardless of brand or length of time in use.

10) Can AMSOIL synthetic motor oil be mixed with other motor oils?

Yes. AMSOIL synthetic motor oils are compatible with other conventional and synthetic motor oils. Mixing AMSOIL motor oils with other oils, however, will shorten the oil's life expectancy and reduce the performance benefits. AMSOIL does not support extended drain intervals where oils have been mixed. Mixing other oils with AMSOIL motor oils may also void the AMSOIL limited warranty. ■





LeDuc Swipes AMSOIL Cup

Pro 4x4 driver wins biggest race of the TORC season.

Mother Nature threw her best shot at the historic Crandon International Raceway on Labor Day Weekend, but by the time Sunday rolled around, the skies turned blue and the famed 1.5-mile racetrack produced a full day of spectacular championship racing for the TORC Series presented by AMSOIL finale.

With the track saturated with rain Friday night, Sunday became twice as important with double points up for grabs in both the Pro 2wd and Pro 4x4 classes, as well as the $45,000, winner-takes-all AMSOIL Cup.

Chad Hord and CJ Greaves had been back and forth all season long in the Pro 2wd class. Hord knew a win, and double points, would give him a chance at the title, but Greaves would have to finish at the back of the pack for that scenario to unfold. Hord held up his end of the deal by winning the race, but Greaves was on his tail the entire way, finishing second and taking the class championship.

In Pro 4x4, it was Johnny Greaves eyeing the championship, but with Mark Jenkins and Scott Douglas looking to capture the double points, it was anyone's game. Greaves just had to finish better than ninth on the day, and with Jenkins (motor) and Douglas (tire) both experiencing issues, Greaves battled with eventual race winner Kyle LeDuc before taking second, with CJ Greaves coming in third.

From there, LeDuc put on a driving clinic in the AMSOIL Cup race. Although Team AMSOIL Pro 2wd driver Chad Hord took a commanding early lead, a bevy of Pro 4x4 trucks pushed past the Pro 2wds in the multi-class shootout. LeDuc followed Greaves around Hord and RJ Anderson before taking over the lead with three laps to go. It marked the second time LeDuc won a Cup race on Labor Day Weekend, taking the BorgWarner Cup in 2009.

TORC
THE OFF-ROAD CHAMPIONSHIP
PRESENTED BY AMSOIL

ON THE BOX

WITH **JEREMY MEYER**

Team AMSOIL offshore racer Bob Teague has rebuilt his program after a year of upheaval and uncertainty.

In 2013, the Offshore Powerboat Association (OPA) and Super Boat International (SBI) introduced extremely different engine rules that were a stark contrast to the large twin 525's that Teague had successfully used for several years.

Knowing he faced the ominous task of completely rebuilding his engine program, a costly endeavor, Teague decided it was best to wait out the changes and see which series would rise with the tide.

Teague and longtime driver Paul Whittier made their 2014 OPA debut in August and returned to their winning ways at the season's second race in Michigan. They followed that up with another win in Detroit in early September. The fall schedule lines up to be a busy one for Teague, and it includes big events in Maryland and Florida.

Teague understands changes are inevitable. Series change their rules, move events or switch ownership. For Teague, it's business as usual and a chance to continue racing and winning.

AMSOIL Heads Back to Monster Energy Cup

AMSOIL returns for third year as the event's Official Oil.

AMSOIL will once again be the exclusive official oil of the Monster Energy Cup race taking place at Sam Boyd Stadium in Las Vegas on Saturday, October 18.

The 2014 Monster Energy Cup features an all-new track design inspired by 15-time AMA National Champion Ricky Carmichael, and it consists of supercross and motocross obstacles unlike any other racetrack design in the world. The event posts a $250,000 purse with the winner walking away with a $100,000 check, and any rider who wins all three Main Events will take home $1 million.

For the second consecutive year, AMSOIL steps in as the name-in-title sponsor for the "AMSOIL Arch," a 150' sweeper turn so mammoth that it extends into the grandstands.

"It will be cool to see these guys take the AMSOIL Arch and then come down into the massive sand rollers," said Carmichael. "These sections require a lot of technical maneuvering, so the racers definitely need to be prepared both mentally and physically."

"The Monster Energy Cup has turned into one of our biggest annual events. It's a great showcase for the sport, and it falls nicely between the end of the outdoor season and the start of the supercross season," said AMSOIL Race Program Manager Jeremy Meyer. "It has really grown and it's the perfect way to get supercross fans pumped for the coming season of racing."

During the pit-party festivities, the AMSOIL product line will be on-hand at the interactive AMSOIL display. AMSOIL specialists will also be on-hand showcasing industry-leading AMSOIL lubricants so fans can learn more about the products that top riders like Eli Tomac and Justin Bogle use to land them at the top of the podium.

The Monster Energy Cup race will air live on Fox Sports 2 October 18 and re-air on Fox October 26. Visit www.amsoilracing.com for more information.

Bisceglia Named Top Motocross Rookie

Team AMSOIL rider's success provides a stepping stone for 2015.

With a successful first season at the professional level complete, Team GEICO/AMSOIL/Honda 250 rider Matt Bisceglia's on-track performance was recognized by the industry when he was named the 2014 Pro Motocross Series Rookie of the Year.

Despite injuries that kept him out of several events this summer, Bisceglia finished the AMA Pro Motocross Championship 15th overall, with seven top-10 finishes. His success in the highly contested 250 class came on the heels of a ninth-place finish during the 2014 Monster Energy Supercross 250SX East Coast season.

"I'm just really happy to win, especially with all the other rookies I was running against," said Bisceglia. "I had ups and downs throughout the year. I think some things could have gone a little bit better, but I have learned from my first year. I'm going to use my off-season as a time to build and work on what I have to in order to come back strong next year."

Despite his success on the track, the honor came as a surprise for the Weatherford, Texas resident.

"I actually had no idea I had won it initially because, since I had been injured for the last couple races, I didn't get to go to the banquet. One of the mechanics sent me a picture of the award and told me I won it."

The 2015 Monster Energy Supercross season begins in Anaheim on January 3.

Holiday Closings

The Edmonton and Toronto distribution centers will be closed Monday, October 13 for Thanksgiving Day. The Edmonton Distribution Center will be closed Tuesday, November 11 for Remembrance Day.

Long-Sleeve Pro Racing T-Shirt

Long-sleeve navy t-shirt is constructed of 50/50 cotton/polyester blend to reduce fading.

Stock #	Size	U.S.	Can.
G2935	S	18.75	22.70
G2936	M	18.75	22.70
G2937	L	18.75	22.70
G2938	XL	18.75	22.70
G2939	2X	21.00	25.45
G2940	3X	21.00	25.45

Hoody

Black 60/40 combed cotton/polyester sweatshirt with AMSOIL logo features rib knit cuffs and waistband, drawcord, front pouch pocket and embroidered logo on back.

Stock #	Size	U.S.	Can.
G2844	S	37.75	45.65
G2845	M	37.75	45.65
G2846	L	37.75	45.65
G2847	XL	37.75	45.65
G2848	2X	40.75	49.30
G2849	3X	43.75	52.90

Black Softshell Jacket

High-quality wind and water-resistant jacket is constructed of a 95% polyester/5% spandex shell for easy movement. Soft brushed polyester lining. Adjustable Velcro cuffs, three zip outside pockets and two Velcro inside pockets.

Stock #	Size	U.S.	Can.
G2810	S	63.75	77.15
G2811	M	63.75	77.15
G2812	L	63.75	77.15
G2813	XL	63.75	77.15
G2814	2X	66.75	80.80
G2815	3X	69.50	84.20

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