

AMSOIL[®]

► PREFERRED CUSTOMER EDITION

MAGAZINE

FEBRUARY 2015



Premium Protection for High-Horsepower Chrysler and Nissan Applications

| PAGE 8

A Closer Look at Today's Passenger Cars and Light Trucks

| PAGE 6



PAIRING ONE AMERICAN LEGEND WITH ANOTHER

Introduced in 1964 at the New York World's Fair, the Ford Mustang became an instant sensation. Muscle-car madness overtook the American car scene with its lust for power. The Mustang was Ford's definition, competing with Camaros, GTOs, Chargers, Barracudas and Hemi-powered Road Runners. In 2014, Ford celebrated the 50th Anniversary of this American icon. AMSOIL now offers a 5W-50 viscosity as part of its Signature Series Synthetic Motor Oil line, specially formulated for high-horsepower Ford Mustang engines requiring the Ford WSS-M2C931-C performance specification.

- Outstanding anti-wear protection
- Helps prevent deposits and keep engines clean
- Resists thermal breakdown to maintain protection in high heat



AMSOIL[®]
The First in Synthetics[®]



Premium Protection for High-Horsepower Chrysler and Nissan Applications | PAGE 8

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THE COVER

High-horsepower Dodge Challengers like the new Rapture model that debuted at the AMSOIL booth at the 2015 SEMA Show have a new higher performance option in AMSOIL Signature Series 0W-40 Synthetic Motor Oil.

From the President's Desk

No one can escape change. It's a fact of life. Sometimes it is forced on us, and other times it's a conscious decision we make to improve ourselves. Each of us can look back and identify those many times when change altered our lives, sometimes quite significantly.

That includes me. I loved flying. Strapping myself in the cockpit of a jet fighter was the most exhilarating experience I have ever had. I couldn't wait to push that throttle forward and feel the tremendous power. Nothing satisfied me more. I found it difficult to believe I was getting paid to have so much fun. I would have done it for nothing. But after 25 years it was time for a change. I hadn't lost my desire or skill, but it was time to move on. When I tendered my resignation they asked me why I would want to leave. "When it's time to go," I said, "it's time to go."

Then came AMSOIL. When I brought my synthetic oil to market I attempted to sell it through traditional channels. But my success was limited. Synthetic motor oil was unlike anything motorists had seen. Although it was superior to conventional petroleum oil by all measures, it cost considerably more to formulate and, therefore, was considerably more expensive. Consumers would see the price compared to the inexpensive conventional oils and, not understanding the benefits, would not purchase my oil. There it sat, on the shelves. It was frustrating. If only, I thought, I could have 10 minutes of a consumer's time I could convey the many benefits and undoubtedly secure a sale.

Something had to change. That led me to the concept of direct sales. A sales force of independent distributors could bring the product to the people. Face to face, they could explain the value the oil provided. Our multi-level-marketing plan was developed, and Dealers recognized the opportunity. They could build their businesses as aggressively as their determination allowed. Soon, sales took off, and we haven't looked back. If it

were not for that critical change very early on in the history of AMSOIL, there may have been no history at all.

The landscape of the industry is always changing. Lubricants are now much more sophisticated than they were 40 years ago. While our original 10W-40 was ahead of its time in 1972, it does not compare to the oils we formulate today. Increasingly advancing engine and component designs are demanding much more from lubrication. Higher operating temperatures, tighter tolerances, increased horsepower, and emissions and fuel economy mandates present a much greater challenge today for lubricant formulators. So do the increasingly segmented performance specifications and expanding number of viscosity choices.

The market continually evolves, as well. When AMSOIL was the only synthetic oil and our competition was limited to conventional oil, all marketing of synthetic oil was left to AMSOIL and its Dealers. Our product was purchased primarily by savvy auto enthusiasts who appreciated the superior wear protection the oil provided or valued the convenience and cost-savings of extended drain intervals. As additional synthetic oils began to appear, the market expanded. Other oil companies, led by Mobil, invested millions in advertising, and a broader segment of the motoring public was drawn to synthetic oil. Doors continued to open for AMSOIL Dealers, and that trend continues today. Opportunity has never been greater.

The look of the company, of course, has changed too. Where once a single viscosity of motor oil was manufactured in one tiny brick building, we now see hundreds of viscosities of virtually every type of lubricant manufactured in one of

the most advanced blending facilities in the world. We have continued to reinvest in the expansion of the company, and we now occupy a staggering 400,000 square feet of research, production and warehouse space.

Despite the considerable changes, however, two primary essentials remain the same. First, Dealers and Preferred Customers can be assured that AMSOIL products will always be produced to the absolute highest quality standards. And second, the AMSOIL business opportunity, through hard work and determination, will always deliver the freedom to change your life forever.



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

Dean Alexander
Executive V.P. /
Chief Financial Officer

Alan Amatzio
Executive V.P. /
Chief Operating Officer

A.J. "Al" Amatzio
President &
Chief Executive Officer



THE VALUE OF CONSISTENT CLUTCH FEEL

It's well-known that racing is one of the ways AMSOIL motor oils are tested, proven and fine-tuned to become the exceptional products we stand behind. We don't invest in racers simply to put the AMSOIL brand in front of fans; AMSOIL racers become technical partners.

The development of new AMSOIL Synthetic Dirt Bike Oil, introduced last month, offers a perfect example. AMSOIL-sponsored supercross and motocross racers identified consistent clutch feel as a key performance attribute on the track. At the time, there was no dirt-bike-specific oil on the market that provided the level of clutch consistency professional and amateur riders need. Consistent clutch feel is critical to riders during race starts to keep the bike from lurching forward prior to the gate dropping. Trail riders, meanwhile, need consistent clutch feel to confidently navigate obstacles without having to shift gears and lose momentum.

Armed with that information, AMSOIL engineers went to work. Clutch feel is inherently subjective, which creates challenges in designing a lubricant that delivers this benefit. To overcome that challenge, AMSOIL designed an extreme simulated-start test for dirt bikes. The test allows AMSOIL engineers to apply accelerated stress to a dirt bike's clutch in order to monitor clutch feel produced by a candidate lubricant.

AMSOIL Synthetic Dirt Bike Oil was also subjected to extensive on-track testing in the bikes of GEICO/AMSOIL/Honda Factory Connection and other professional riders. This combination of rider feedback and lab testing resulted in the final formulation of AMSOIL Synthetic Dirt Bike Oil.

AMSOIL research and testing results in products that deliver benefits customers can't find in other products.



AMSOIL

The First in Synthetics®

Online Store: www.amsoil.com
Telephone: 1-800-777-7094





Matt Erickson

A CLOSER LOOK AT TODAY'S PASSENGER CARS AND LIGHT TRUCKS

Matt Erickson, AMSOIL Product Manager, Passenger Car, offers an inside look at current passenger car/light truck technology.

What is the most important development affecting passenger cars and light trucks?

In two words, fuel economy. Despite gas prices hitting five-year lows recently, automobile manufacturers are still pressing to get as many miles out of a gallon of gasoline as possible. Federally mandated Corporate Average Fuel Economy (CAFE) requirements are set to increase to 54.5 mpg by 2025. In the meantime, manufacturers will continue to introduce cars and trucks with increasingly sophisticated engine systems, such as direct fuel injection, variable valve timing (VVT) and turbochargers, designed to increase fuel economy.

What challenges do these systems present to motor oil?

Direct-injected engines place the fuel injector directly in the combustion chamber as opposed to traditional fuel injection, which locates the injector in the air intake ports. This arrangement

allows for increased control of the fuel-injection event, which increases power and efficiency, but which also increases operating temperatures and can lead to fuel contaminating the oil.

VVT permits the opening and closing of the valves to occur sooner, or be delayed, relative to the position of the piston. This makes it possible to achieve optimal fuel economy and performance at both low- and high-rpm driving conditions. These systems are hydraulically controlled using motor oil, and they are very sensitive to sludge and deposits.

Turbos push more air into the combustion chamber, and tuning for efficiency can improve fuel economy, especially when combined with other technologies. But turbos create extreme operating temperatures that can cause low-quality oils to quickly break down, creating deposits and shortening the life of the oil.

To make things worse, many engines are now calling for low-viscosity oils to further improve fuel economy, yet they must still protect as well as, or better than, higher viscosities. In short, these new engine designs are brutal on motor oil, and not all oils are up to the challenge of protecting them.

Those sound like areas where AMSOIL synthetic lubricants excel.

Absolutely. AMSOIL synthetic motor oils are designed to withstand the higher stress of today's more advanced engines. They resist extreme heat, guard against harmful deposits and maintain the correct viscosity throughout the entire drain interval. The market is moving toward synthetic lubricants as vehicles continue to evolve and require higher-quality oils.



The engine isn't the only vehicle system evolving, correct?

That's right. We're seeing advancements throughout the entire drivetrain, particularly from the transmission. Traditional stepped transmissions are evolving to contain more gears than previous models. In fact, eight- and nine-speed transmissions are becoming common. The added gears improve fuel economy by keeping the engine closer to the most efficient rpm. Even though more gears are being added, their overall weight is being reduced by using more advanced materials and manufacturing processes.

What about continuously variable transmissions (CVTs)?

CVTs are also gaining popularity because they do the best job maintaining the rpm in the "sweet spot" since they essentially have an infinite amount of gear ratios to work with. This means the passengers don't feel the bump that's present in a traditional transmission when it shifts, making vehicles with CVTs fun to drive. CVTs are usually found in smaller vehicles because they are limited on the amount of load they can carry. We introduced AMSOIL Synthetic CVT Fluid (CVT) last year, providing a premium AMSOIL transmission fluid for customers with CVTs.

What challenges do modern transmissions present to lubricants?

Modern transmissions require a clean, high-quality transmission fluid to function as designed. The fluid doesn't just lubricate; it acts as a hydraulic fluid to enable shifting. Fluids that oxidize can result in damaging sludge that clogs fluid passages and results in poor performance. Transmission fluid is also exposed to high levels of shearing as it is forced between gear teeth. This can quickly break down an inferior fluid, causing viscosity loss and reduced wear protection. Like motor oils, newer transmissions call for lower-viscosity fluids, so there is not much room for additional viscosity loss due to a low-quality fluid breaking down. CVTs require unique friction properties to help the metal belt or chain hold firmly on the pulleys. If a formulator designs for price rather than quality, friction properties may diminish and the belt or chain can slip, requiring expensive repairs. Properly formulated synthetics that use quality additives meet the performance needs of modern transmissions and can protect them for extended periods.

The Signature Series line added 5W-50 and 0W-40 viscosities recently. What prompted their introduction?

They are niche viscosities used primarily in Ford Mustangs (5W-50) and Chrysler performance vehicles (0W-40). These are high-horsepower applications that require superior oil for adequate protection when the pedal is pushed to the floor. These oils were specifically designed for that task. As a high-performance company, it's important that AMSOIL have top-tier motor oils for these high-performance cars. ■



PREMIUM PROTECTION FOR HIGH-HORSEPOWER CHRYSLER AND NISSAN APPLICATIONS

New 0W-40 viscosity rounds out the Signature Series line.

Muscle cars ruled the American landscape in the 1960s and '70s, and many of those signature models, such as the Dodge Challenger and Charger, are now available in faster, more powerful designs. In this day and age, it's not uncommon to find production models that top 600 horsepower and 600 pound-feet (lb-ft) of torque. In fact, the 2015 Challenger Hellcat is the fastest production muscle car of all time, kicking out 707 horsepower and 650 lb-ft of torque.

Powerful muscle car and big truck engines need a high-performance lubricant, and much like these powerful vehicles, AMSOIL sets the bar high when it comes to performance. AMSOIL established all-new standards for motor oil quality and performance when it introduced the world's first synthetic motor oil to meet American Petroleum Institute (API) service requirements in 1972, and it continues to produce the top-performing lubricants available on the market.

New Signature Series 0W-40

Along with the new 5W-50 viscosity formulated for high-horsepower Ford Mustang engines, the Signature Series line now includes a robust 0W-40 synthetic motor oil formulated specifically for high-horsepower Chrysler and Nissan engines. AMSOIL Signature Series 0W-40 Synthetic Motor Oil (AZF) provides top-of-the-

mark protection and performance that customers expect from Signature Series.

- Withstands the stress of high horsepower and heat to provide outstanding wear protection
- Resists viscosity loss due to mechanical shear
- Resists thermal breakdown
- Helps prevent sludge deposits and keeps engines clean
- Reduces oil consumption and emissions
- Maximizes fuel economy

Applications

Signature Series 0W-40 is recommended for Chrysler and Nissan applications calling for a 0W-40 viscosity and requiring the following performance specifications:

- API SN, SM...
- Chrysler MS-12633, MS-10725, MS-10850
- Nissan GT-R®

Applications include, but are not limited to, the following:

- Dodge Charger 6.1L/6.4L
- Dodge Challenger 6.1L/6.4L
- Dodge Viper 8.3L/8.4L

- Dodge Ram 2500/3500/4400/5500 6.4 L
- Chrysler 300 6.1L/6.4L
- Jeep SRT Grand Cherokee 6.1L/6.4L
- Nissan GT-R 3.8L



Signature Series 0W-40 Synthetic Motor Oil

Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail	Can. Wholesale	Can. Sugg. Retail
AZFQT	EA	1 Quart	2.1	8.15	10.55	9.90	12.80
AZFQT	CA	12 Quarts	25.2	92.85	125.35	112.80	152.40



Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

Oftentimes we talk about how long motor oil can be used – the expected service life – before it needs to be changed. Service life is most frequently described in miles and can be greatly affected by a vehicle's operating conditions, which is why AMSOIL has provided definitions for normal and severe service.

For our Signature Series products, AMSOIL defines severe service as primarily short trips (less than 10 miles [16 km]); turbo/supercharged engines; commercial or fleet vehicles; excessive idling; first-time use of AMSOIL motor oil in a vehicle with more than 100,000 miles; frequent towing, hauling, plowing, or driving in dusty conditions. Most of those conditions are straightforward. "Excessive idling," however, can be difficult to define. To add clarity, AMSOIL is now adding a 700-hour interval under both normal and severe service conditions.

Matt Erickson, our Technical Product Manager, Passenger Car, created the graph below to help illustrate the importance of the hours interval by highlighting some examples. The graph shows the hours of engine operation, or idle time, versus the miles driven for a drain interval. The colored lines represent average speeds of a vehicle in four different scenarios. The blue line represents an average speed for a New York City taxi, which according to the EPA is only 7.1 mph. Even though the taxis there don't move very fast, their engines are operating nearly continuously, which means that the oil is being stressed for a large amount of time. If you follow the blue line in the graph, you can see that after 700 hours they have only traveled 5,000 miles. And according to the updated AMSOIL

Service life can be determined in various ways.

Signature Series' new 700-hour limit provides clarity for those operating vehicles that idle excessively.

recommendation, these cabs should change their oil unless oil analysis says they can go longer.

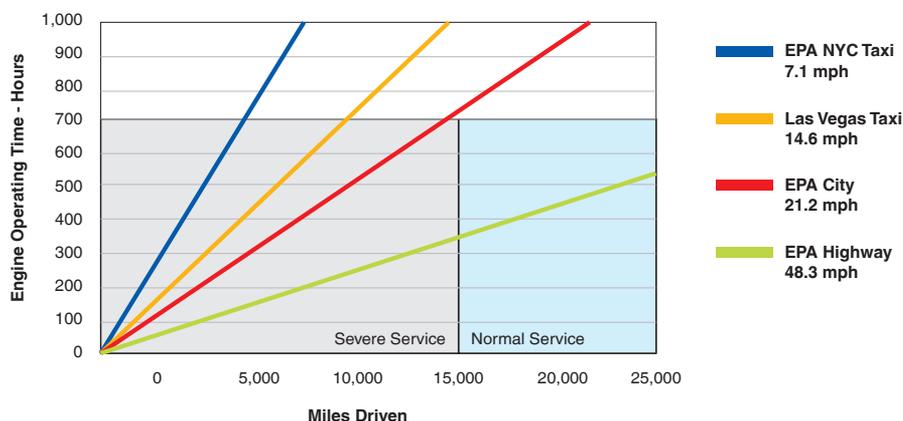
During testing, we found that taxis running in Las Vegas average a consistent 14.6 mph. Even though the vehicles are not always moving, the engines stay on just to keep the air conditioners running. Following the orange line in the graph shows that these vehicles can accumulate a little more than 10,000 miles in 700 hours. That's the same amount of time as the NYC taxi, but they can go twice as long in terms of miles. This is a clear example of how the hours interval can significantly impact the amount of miles achieved in a drain interval.

The EPA city driving cycle is used to estimate the city fuel economy numbers we are familiar with seeing advertised on vehicles. It has an average speed of 21.2 mph, and it is a good representation of short-trip or stop-and-go driving seen in cities without major congestion. Vehicles primarily used in this capacity fall into severe service, so the mileage cutoff would be at 15,000 before the next oil change,

which happens to correspond nicely with the 700-hour mark. Now if speeds are slightly above 21.2 mph, but the driving conditions fall into severe service (turbocharged, dusty, towing, plowing, etc.), then the drain interval will be limited by 15,000 miles before it reaches 700 hours.

Finally, the EPA highway cycle is shown in green, averaging 48.3 mph. This is mostly highway driving, and even after 25,000 miles the engine operating time is only slightly over 500 hours. Therefore, drain intervals will be set by 25,000 miles, and the hours don't even come into play.

AMSOIL Signature Series Motor Oil represents the pinnacle of oil formulation, but all motor oils eventually break down. For many applications, especially personal-use vehicles, the average speed is high enough that the hours of engine operation are not a concern. However, for high idle-time applications, such as those common to fleets, logging the amount of time the engine operates is important. ■



A TRANSMISSION FLUID FOR EVERY APPLICATION

A robust transmission fluid keeps a vehicle's drivetrain performing the way it should with smooth shifting, no slipping and long-term wear protection. AMSOIL manufactures a variety of high-quality automatic and manual transmission fluids to cover a wide range of applications.

SIGNATURE SERIES SYNTHETIC ATF

Signature Series Synthetic ATF is a top-quality transmission fluid designed to provide reserve protection in the most demanding applications. It's specifically formulated to withstand the rigors of heavy towing, elevated temperatures and challenging terrain. It is ideal for severe-service applications, including performance vehicles, work trucks and fleet vehicles, that push fluids to their limits.

Signature Series Multi-Vehicle Synthetic ATF

AMSOIL Signature Series Multi-Vehicle Synthetic ATF (ATF) is designed to meet multiple specifications and exceed the performance requirements of most domestic and imported vehicles. Signature Series Multi-Vehicle Synthetic ATF is great for simplifying inventory for multi-vehicle fleets while ensuring that specifications are appropriately satisfied and hard-working transmissions are properly protected.



Signature Series Fuel-Efficient Synthetic ATF

Signature Series Fuel-Efficient Synthetic ATF (ATL) provides the same



excellent protection and performance as Signature Series Multi-Vehicle Synthetic ATF and is engineered to exceed the requirements of original equipment manufacturers (OEMs) for maximum protection in newer vehicles requiring a lighter viscosity, fuel-efficient transmission fluid.

OE SYNTHETIC ATF

AMSOIL OE Synthetic Automatic Transmission Fluid is specifically designed as a quality, cost-effective replacement for OEM-branded fluids. It provides excellent wear protection, sludge resistance and extreme-temperature performance throughout OEM-recommended drain intervals.

OE Multi-Vehicle Synthetic ATF

Similar to Signature Series Multi-Vehicle Synthetic ATF, AMSOIL OE Multi-Vehicle ATF (OTF) is designed to meet multiple specifications for most domestic and imported vehicles. It provides excellent protection and performance at OEM-recommended drain intervals.



OE Fuel-Efficient Synthetic ATF

AMSOIL OE Fuel-Efficient ATF (OTL) provides the same excellent protection and performance as OE Multi-Vehicle Synthetic ATF in a fuel-efficient formulation engineered to exceed the requirements of OEMs where lighter viscosity oil is required.



SYNTHETIC CVT FLUID

AMSOIL Synthetic CVT Fluid (CVT) provides outstanding protection and performance for continuously variable transmissions through OEM-recommended drain intervals and is designed to resist wear and oxidation that threaten transmission performance and life.



TORQUE-DRIVE® SYNTHETIC AUTOMATIC TRANSMISSION FLUID

AMSOIL Torque-Drive (ATD) is an automatic transmission fluid engineered for outstanding performance in heavy-duty transmissions. It delivers maximum oxidation resistance, wear control and friction performance while extending lubricant life.



SUPER SHIFT® SYNTHETIC RACING TRANSMISSION FLUID

AMSOIL Super Shift® Racing Transmission Fluid (ART) is formulated for positive clutch pack engagement and stable viscosity in high-performance, high-horsepower vehicles. It's recommended for racing and street performance automatic transmissions where Allison C-4 or Ford Type F fluid is appropriate.





AUTO/MANUAL

SYNTHETIC POWERSHIFT TRANSMISSION FLUID

Specifically formulated for high-torque, heavy-duty powershift transmissions, AMSOIL Synthetic Powershift Transmission Fluid (CTG, CTJ, CTL) provides outstanding friction performance for enhanced clutch engagement in heavy-duty commercial and earth-moving applications, as well as conventional manual transmissions requiring the listed specifications.

SYNTHETIC CHAINCASE & GEAR OIL

Synthetic Chaincase & Gear Oil (TCC) is specifically engineered to meet the demands of enclosed chaincases and gearcases. It is ideal for snowmobiles, ATVs and general equipment.



MANUAL

MANUAL TRANSMISSION & TRANSAXLE GEAR LUBE

AMSOIL Manual Transmission & Transaxle Gear Lube (MTG) is designed for specific manual-transmission and



transaxle applications requiring oil with a GL-4 service rating to protect against shock-loading and elevated heat that threaten performance and durability.

MANUAL SYNCHROMESH TRANSMISSION FLUID

Engineered to surpass the most demanding lubrication requirements of synchronized manual transmission and transaxles, AMSOIL Manual Synchronesh Transmission Fluid (MTF) is recommended for manual-transmission automotive and light-truck applications that require non-extreme-pressure synchronesh transmission fluid.



SAE 50 LONG-LIFE SYNTHETIC TRANSMISSION OIL

Specially formulated for manual transmissions found in high-torque, heavy-duty line-haul trucks and other commercial applications, SAE 50 Long-Life Synthetic Transmission Oil (FTF) helps reduce gear and bearing wear, improve shifting and extend transmission life. ■





Welcome to Hammer Town

AMSOIL partners with King of the Hammers, Ultra4 Series.

Eight years is all it took Dave Cole to build the King of the Hammers (KOH) into one of the largest, most respected events in off-road racing. The week-long event on Means Dry Lake in Johnson Valley, Calif. stirs the same emotions with racers and fans as historic mainstays such as Crandon, Baja and the Mint 400.

KOH is recognized as America's toughest one-day off-road racing event, covering more than 200 miles on a course that combines triple-digit speed with desert racing and technical boulder climbs that often require the use of a winch. For the next three years, AMSOIL will be recognized as the Official Oil of both King of the Hammers and its parent series, Ultra4.

AMSOIL Super Team driver Brad Lovell, who races full-time in the TORC Series presented by AMSOIL, won an Ultra4 championship and has finished as high as second at KOH.

"KOH takes control of a dried-up lakebed in California and turns it into a town of about 35,000," said Lovell. "I have raced at Crandon. I have been to Baja for the 1000. This event is a no-brainer for off-road fans."

The event started out with only 12 teams competing for a case of beer, and now attracts more than 400 teams from around the globe. It offers a full week of racing action, including the King of the Motos, KOH UTV Race and a short-course shootout between the AMSOIL-backed Ultra4 Series and the Southern Rock Racing Series (SRRS). The event's unique format is the perfect proving ground for the growing off-highway vehicle (OHV) community, mixing strength and stamina with flexibility.

"We run a 450-hp Ford V8, and that helps when we are ripping across the flat lakebed," said Lovell. "But once you head into the rocks, it's a whole new ballgame. You feel every last pebble as you are thrashing yourself through. It just pounds on you, lap after lap."

Lovell will be joined by more than 40,000 off-road enthusiasts at the infamous "Hammer Town," where the start and finish sections, as well as vending and pit areas, are set up. But once the racing kicks off, those fans disperse around the 200-mile course, getting within a breath of the toughest and most diverse off-road trucks in the world. ■



WITH JEREMY MEYER

Some Mondays are just better than others. The weekends are made for motorsports, and sometimes there are so many series and teams racing under the AMSOIL banner that it's difficult to keep track of everything. But come Monday morning, email, voicemail and social media bring us up to speed.

Sometimes the stars align as the wins pile up, and the start of the work week brings a renewed vigor to the office. Take the second weekend in January. Eli Tomac won his first 450 Monster Energy Supercross race and reset the tone of the series, while AMSOIL Arenacross kicked off in Ohio with a clean sweep of the podium by the Babbitt's/Kawasaki/AMSOIL team. And AMSOIL Championship Snocross packed in its annual crowd in Shakopee, Minn., with Team AMSOIL/Polaris rider Ross Martin taking his first win of the season, just ahead of AMSOIL/Scheuring Speed Sports rider Tim Tremblay.

Winning helps the AMSOIL brand stand out, and sometimes the race wins and championships come in bunches. We'll take 'em. Some Mondays are just better than others.

Tomac Wins in Phoenix

Team AMSOIL rider notches first 450 win, narrows gap in competitive field.

Team AMSOIL supercross rider Eli Tomac is no stranger to the podium's top spot. He has won championships in both supercross and motocross, but those titles came in the 250 class. After earning his first career Monster Energy Supercross 450 class win in Phoenix last month, Tomac showed he can not only compete with the world's top riders, but he can beat them on a night when everyone brings their A-game.

Tomac and Ken Roczen swapped the lead in Phoenix for much of the race, battling bar-to-bar for several laps before Tomac pushed his number 3 Honda into the lead for good to earn his first 450 class victory.

"I wanted a bigger celebration, but I just didn't do it," said Tomac. "It's a huge weight off my shoulders. I got second twice last year, and I was getting beat up by the best guys in the world."

Although Tomac was fast at the Monster Energy Supercross opener in Anaheim, an uncharacteristic mistake left him

out of the top 10. His win in Phoenix, coupled with a third-place podium at the third round of racing back in Anaheim, moved Tomac from 20th in the standings to fourth overall after three rounds. And his quick ascent up the leader board hasn't gone unnoticed.

After the pressure to win his first 450 race lifted, the spotlight quickly turned to the talented racer. In the span of a week, Tomac and his AMSOIL-backed Honda CRF 450 graced the covers of the biggest magazines in supercross racing, including *Racer X*, *Cycle News* and *Inside X*.

"It's nice to see, as far as the press goes," Tomac told *Raceroxonline.com*. "But we have a lot of racing left, and I have a lot of work to do, and I need to focus on winning races from here on out."

With 14 rounds of racing remaining before a champion is crowned, Tomac is in position to grab more

race wins and headlines in 2015.

AMSOIL is the Exclusive Official Oil of Monster Energy Supercross. For season updates, and race and television schedules, visit www.amsoilracing.com. ■



Holiday Closings

The Edmonton and Toronto distribution centers will be closed Monday, February 16 for Family Day.

Select Ea® Oil Filter Supply Disruptions

Select Ea® Oil Filters (EAO, EA15K) have experienced supply disruptions over the last couple of months, resulting in backorders. The specific filters affected vary from one week to the next. AMSOIL is exploring all options to resolve this situation. In the meantime, all backorders will be shipped on the day resupply is received. AMSOIL hopes to have a solution in place by mid-February and appreciates your patience.

Ea Air Filters Available at Rock-Bottom Prices

The remaining inventory of AMSOIL Ea Air Filters (EAA) is now available at rock-bottom prices while supplies last. Visit the Ea Air Filters page at www.amsoil.com for pricing and the list of available filters.



Diesel Cetane Boost Half-Gallons Available February 2

Effective February 2, AMSOIL Diesel Cetane Boost (ACB) is available in half-gallon containers. The package size is not available in Canada at this time.

Diesel Cetane Boost

Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail
ACBHG	EA	(1) 64-oz. Bottle	4.2	21.25	27.45
ACBHG	CA	(6) 64-oz. Bottles	25.2	121.35	163.85

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 or order or download a Change of Status Form (G18US in the U.S., G18UC in Canada) from the Preferred Customer Zone.



Coffee Mug

Microwave-safe 11-oz. ceramic coffee mug with AMSOIL logos on both sides.

Stock #	U.S.	Can.
G3328	3.95	4.85



Thermal Shirt

Trendy thermal waffle-weave shirt is constructed of a pre-shrunk 60/40 cotton/polyester blend. Features "distressed" printing.

Stock #	Size	U.S.	Can.
G2962	S	38.00	46.00
G2963	M	38.00	46.00
G2964	L	38.00	46.00
G2965	XL	38.00	46.00
G2966	2X	42.50	51.40



Leather Motorcycle Jacket

Leather motorcycle jacket features debossed logo and "Ride Hard. Run Cool™" sleeve design. Zippered air vents with leather tabs on front and back, reflective piping on front and back, zippered wrist closures, two inside pockets (one zippered) and mesh inner lining. Fitted; order one size larger than you normally wear.

Stock #	Size	U.S.	Can.
G3171	S	275.00	333.00
G3172	M	275.00	333.00
G3173	L	275.00	333.00
G3174	XL	275.00	333.00
G3175	2X	300.00	363.00
G3176	3X	300.00	363.00



Ladies' Leather Motorcycle Jacket

Ladies' leather motorcycle jacket features debossed logo and "Ride Hard. Run Cool™" sleeve design. Zippered air vents with leather tabs on front and back, reflective piping on front and back, zippered wrist closures, two inside pockets (one zippered) and mesh inner lining. Fitted; order one size larger than you normally wear.

Stock #	Size	U.S.	Can.
G3182	M	275.00	333.00
G3183	L	275.00	333.00
G3184	XL	275.00	333.00
G3185	2X	300.00	363.00



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- **Low Smoke**
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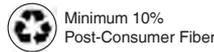
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