

AMSOIL®

► DEALER EDITION

MAGAZINE

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European Motor Oil Refresh

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European Motor Oil Refresh

We've revamped European Car Formula with a new look and feel, including renaming it 100% Synthetic European Motor Oil to indicate coverage of both cars and trucks. The product line features updated packaging and labels that better differentiate full-SAPS, mid-SAPS and low-SAPS formulas. These new packages will be introduced as existing inventory is depleted. To round out the line and provide sales opportunities where none previously existed, we also added two new 0W-20 viscosity products (AFE, EZT) that fill the unique specifications of certain European engines.

AMSOIL 100% Synthetic European Motor Oil (EFO, EFM, AEL, AFL)

continues to provide the same great performance.

- Engineered to meet European manufacturers' specifications
- Excellent protection for the unique needs of gasoline, diesel and hybrid European vehicles
- Fights sludge for superior engine cleanliness

Updated labels and packaging? Yes

Date Available? September (as current inventory is depleted)

Formulation change? No

New stock numbers? No

Price change? No

New SAE 0W-20 LS and SAE 0W-20 LS-VW European Motor Oils (AFE, EZT) have been added to the family and are recommended for European engines that require 0W-20 motor oil.

Two 0W-20 Products?

You may be wondering why we're introducing two separate 0W-20 products. While both products are the same viscosity, the specifications they carry are quite different and require unique engineering to meet the needs of these highly specialized engines. Both products offer the same benefits as all the other viscosities.

SAPS Identification

Many European vehicles available in North America feature gasoline and diesel engines with emissions systems that are highly sensitive to the SAPS (sulfated ash, phosphorus and sulfur) content of motor oil. SAPS are common oil additives that provide desirable performance properties, including detergency and protection against wear and oxidation. Different emissions systems require different SAPS levels – it's not one-size-fits-all. Our updated European motor oil line has labels that feature FS, MS and LS identification to help differentiate between full-SAPS, mid-SAPS and low-SAPS.

Complete Coverage

AMSOIL European Motor Oil meets and often exceeds strict European manufacturer specifications. Its shear-stable synthetic base oils and high-quality anti-wear additives provide outstanding protection in high-temperature conditions and deliver dependable performance throughout the long drain intervals recommended by European manufacturers.

Superior Engine Cleanliness

The excellent oxidation stability, heat resistance and detergency properties of AMSOIL European Motor Oil help keep

engines clean. It is designed to prevent sludge and varnish deposits, reduce oil consumption, extend engine life and provide maximum performance.

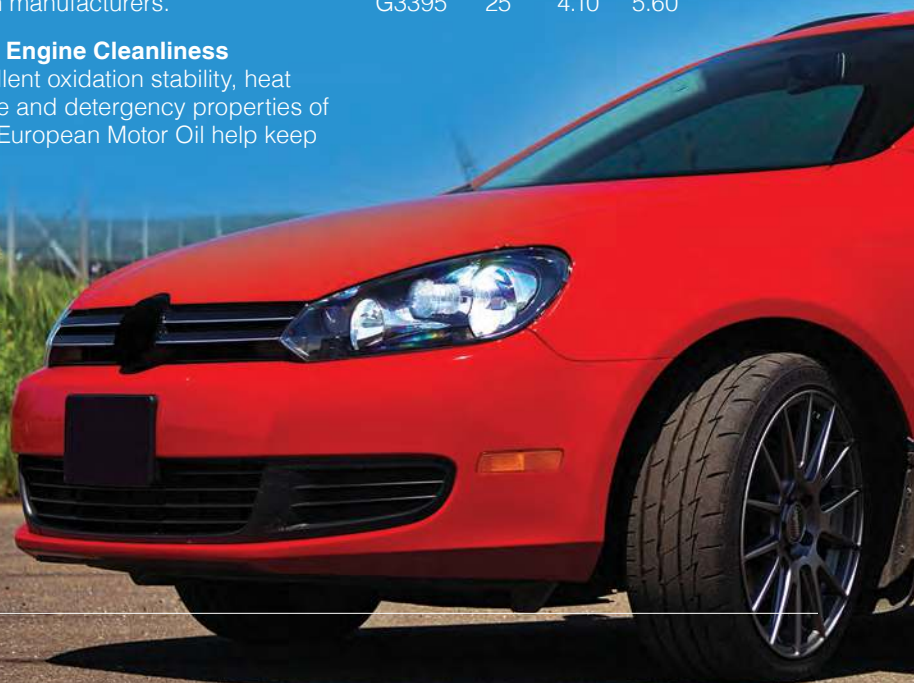
Excellent For Turbochargers

AMSOIL European Motor Oil has a robust composition that shields engines from the high temperatures produced by turbochargers. Its thermally stable oil formulation resists deposit formation and cools turbochargers. Its low pour point protects turbochargers against oil starvation in subzero temperatures and ensures a rapid return to appropriate oil pressure at startup.

For more insights into the European motor oil market, consult the European Motor Oil Dealer Sales Brief in the Dealer Zone (Learning Center>Dealer Sales Briefs).

Synthetic European Motor Oil Data Bulletin

Stock #	Qty.	U.S.	Can.
G3395	25	4.10	5.60





SAE 0W-20 LS Synthetic European Motor Oil

U.S. PRICING

Stock #	Units	Pkg./Size	U.S. Wholesale	U.S. P.C.	U.S. MSRP	U.S. Catalog
AFEQT	-EA	1 Quart	7.70	8.10	10.00	10.95
AFEQT	-CA	12 Quarts	87.90	92.30	118.70	129.60

CANADA PRICING

Stock #	Units	Pkg./Size	Can. Wholesale	Can. P.C.	Can. MSRP
AFEQT	-EA	(1) 946-ml. Bottle	10.35	10.90	13.45
AFEQT	-CA	(12) 946-ml. Bottles	118.20	124.15	160.20

SAE 0W-20 LS-VW Synthetic European Motor Oil

U.S. PRICING

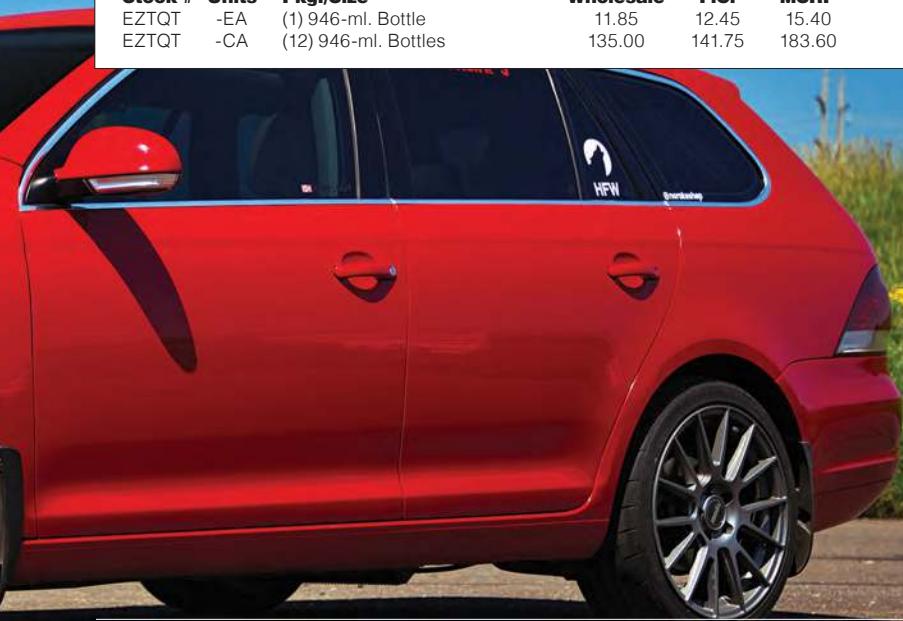
Stock #	Units	Pkg./Size	U.S. Wholesale	U.S. P.C.	U.S. MSRP	U.S. Catalog
EZTQT	-EA	1 Quart	8.90	9.35	11.55	12.50
EZTQT	-CA	12 Quarts	101.40	106.50	136.90	147.75

CANADA PRICING

Stock #	Units	Pkg./Size	Can. Wholesale	Can. P.C.	Can. MSRP
EZTQT	-EA	(1) 946-ml. Bottle	11.85	12.45	15.40
EZTQT	-CA	(12) 946-ml. Bottles	135.00	141.75	183.60

DEALER ACTION PLAN

- When talking to prospects, don't lead with a technical discussion about oil chemistry; instead ask questions to help pique their curiosity – "Do you have a minute to hear about how AMSOIL products can help maximize your European vehicle's performance?"
- If they show interest, tie the specific lubricant benefits to the vehicle owner's areas of concern, including excellent engine and emissions-system protection.
- Point out that AMSOIL products are formulated to meet or exceed original equipment manufacturer (OEM) standards, and we offer a full range of viscosities and specifications to meet the specific needs of their European vehicles.





100% Synthetic European Motor Oil

Specially Formulated for European Gasoline and Diesel Engines

European performance and styling define a culture of exceptional engineering. AMSOIL matches that devotion to precision with lubricants specially designed for the unique demands of gasoline, diesel and hybrid European vehicles.

Our exclusive European formula features a precise blend of advanced synthetic base oils and premium additives that delivers exceptional engine protection without harming emissions systems.

Complete Coverage

AMSOIL European Motor Oil meets and often exceeds strict European manufacturer specifications. Its shear-stable synthetic base oils and high-quality anti-wear additives provide outstanding protection in high-temperature conditions and deliver dependable performance throughout the long drain intervals recommended by European manufacturers.

Emissions System Protection

AMSOIL European Motor Oil features precisely balanced formulations that consider the needs of modern exhaust treatment devices. Protecting sensitive emissions systems depends on using the optimal blend of SAPS (sulfated ash, phosphorus and sulfur). AMSOIL European Motor Oil is carefully crafted in six varieties to ensure proper emissions system function.

Superior Engine Cleanliness

The excellent oxidation stability, heat resistance and detergency properties of AMSOIL European Motor Oil help keep engines clean. It is specifically designed to prevent sludge and varnish deposits, reduce oil consumption, extend engine life and provide maximum performance.

Excellent For Turbochargers

AMSOIL European Motor Oil has a robust composition that shields engines from the high temperatures produced by turbochargers. Its thermally stable oil formulation resists deposit formation and cools turbochargers. Its low pour point protects turbochargers against oil starvation in subzero temperatures and ensures a rapid return to appropriate oil pressure at startup.



- **Engineered** to meet European manufacturers' specifications
- **Excellent** protection for gasoline, diesel and hybrid engines
- **Fights** sludge for superior engine cleanliness

TYPICAL TECHNICAL PROPERTIES

AMSOIL 100% Synthetic European Motor Oil

	EFO	EFM	AEL	AFL	AFE	EZT
Kinematic Viscosity @ 100°C, cSt (ASTM D445)	13.3	13.6	11.6	14.3	8.1	8.2
Kinematic Viscosity @ 40°C, cSt (ASTM D445)	74.7	83.3	68.4	88.5	43	42.2
Viscosity Index (ASTM D2270)	182	168	165	168	163	174
CCS Viscosity cP (ASTM D5293)	5888 (-35)	5433 (-30)	5946 (-30)	5855 (-30)	6081 (-35)	5501 (-35)
Pour Point °C (°F) (ASTM D97)	-51 (-59.8)	-39 (-38.2)	-51 (-59.8)	-40 (-40)	-46 (-50.8)	-44 (-47.2)
Flash Point °C (°F) (ASTM D92)	232 (449.6)	220 (428)	228 (442.4)	224 (435.2)	226 (438.8)	236 (456.8)
Fire Point °C (°F) (ASTM D92)	240 (464)	238 (460.4)	250 (482)	240 (464)	240 (464)	246 (474.8)
Noack Volatility, % weight loss (ASTM D5800)	9.9%	8.7%	7.1%	10%	11%	8.9%
High-Temperature/High-Shear Viscosity cP (ASTM D5481)	3.7	3.7	3.6	3.8	2.7	2.7
Total Base Number	10.1	10.1	8.8	8	7.9	8.8

APPLICATIONS

Use in gasoline or diesel vehicles that require any of the following specifications:

0W-40 (EFO): API SN, SM...; ACEA A3/B3, A3/B4; BMW LL-01; MB 229.1, 229.3, 229.5; Porsche A40; Renault 0700, 0710; VW 502.00, 505.00

5W-40 (EFM): API SN, SM...; ACEA A3/B3, A3/B4; BMW LL-01; GM LL-B-025; Renault 0700, 0710

Manufacturer Approvals:* MB-Approval 229.5; Porsche A40; VW 502.00, 505.00

5W-30 (AEL): API SN; SM...; ACEA C3; BMW LL-04; Porsche C30; GM dexos 2⁺; Chrysler MS-11106; MB 229.51

Manufacturer Approvals:* VW 504.00; 507.00

5W-40 (AFL): API SN, SM, CF...; ACEA C3; Chrysler MS-10850; GM dexos 2⁺; VW 502.00, 505.01; Ford WSS-M2C917-A; Renault 0700, 0710; BMW Longlife-04

Manufacturer Approvals:* MB 229.51; Porsche A40

0W-20 (AFE): API SN-PLUS (Resource Conserving); SN, SM...; ILSAC GF-5; ACEA C5; A1/B1; BMW LL-17FE+; MB 229.71; Ford WSS-M2C947-B1; Opel/Vauxhall OV0401547; Fiat 9.55535-GSX; Chrysler MS-12145; Volvo VCC RBS0-2AE

0W-20 (EZT): API SN-PLUS, SN...; ACEA C5; VW 508.00/509.00

SERVICE LIFE

Recommended for the extended drain intervals established by the vehicle manufacturer. Change oil filter at time of oil change.

COMPATIBILITY

AMSOIL 100% Synthetic European Motor Oil is compatible with other synthetic and conventional motor oils. Mixing AMSOIL motor oil with other oils, however, will shorten the oil's life expectancy and reduce its performance benefits. AMSOIL does not support extended drain intervals where oils have been mixed.

Aftermarket oil additives are **not recommended** for use with AMSOIL synthetic motor oils.

AMSOIL PRODUCT WARRANTY

AMSOIL products are backed by a Limited Liability Warranty. For complete information visit www.amsoil.com/warranty.aspx.

HEALTH & SAFETY

This product is not expected to cause health concerns when used for the intended applications and according to the recommendations in the Safety Data Sheet (SDS). An SDS is available via the Internet at www.amsoil.com or upon request at (715) 392-7101. **Keep Out of Reach of Children.** Recycle used oil and bottle.

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AMSOIL products and Dealership information are available from your local full-service AMSOIL Dealer.

ANOTHER PREMIUM AMSOIL OPTION FOR EUROPEAN VEHICLES

Additional full-SAPS option fills niche demand for 0W-40 in European applications.

AMSOIL has expanded its European Car Formula line to include a full-SAPS 0W-40 viscosity. Featuring the same premium synthetic formulation and recommended for the same specifications as European Car Formula 5W-40 Full-SAPS Synthetic Motor Oil (EFM), new European Car Formula 0W-40 Full-SAPS Synthetic Motor Oil (EFO) provides European vehicle customers with a different viscosity option.

European vehicle owner's manuals typically require the motor oil meets a certain specification, but many list several viscosity options. Some manufacturers include temperature graphs to help customers choose a viscosity based on climate, but many customers prefer using lower viscosity oils in all environments. New AMSOIL European Car Formula 0W-40 Synthetic Motor Oil provides customers that lower viscosity option, and it is ideal for customers looking for a premium AMSOIL alternative to competing 0W-40 motor oils that carry European specifications.

- Delivers long-term protection and performance for the extended drain intervals recommended by European vehicle manufacturers.
- Provides the additional cold-weather advantages of a 0W synthetic motor oil.
- Helps keep engines clean and operating at top performance.
- Engineered for maximum fuel economy.

Applications

AMSOIL European Car Formula 0W-40 Full-SAPS Synthetic Motor Oil (EFO) is recommended for use in European gasoline or diesel vehicles requiring any of the following performance specifications*:

- ACEA A3/B3, A3/B4
- API SN/SM...
- BMW LL-01
- Mercedes-Benz 229.1/229.3/229.5
- Porsche A40
- Renault 0710, 0700
- VW 502.00, 505.00

SAPS Levels

SAPS stands for sulfated ash, phosphorus and sulfur, which comprise a significant part of a motor oil's additive content. Because the vehicle emissions system and aftertreatment devices of some European vehicles are sensitive to the SAPS content of oil, it is important to use an oil that meets the proper specification to ensure optimum engine protection and performance.

The vast majority of European vehicles in North America call for a full-SAPS European oil. AMSOIL now offers premium European Car Formula Full-SAPS Synthetic Motor Oil in two viscosity options, as well as premium European Car Formula 5W-30 Low-SAPS and 5W-40 Mid-SAPS Oils.



AMSOIL European Car Formula 0W-40 Full-SAPS Synthetic Motor Oil							
Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail	Can. Wholesale	Can. Sugg. Retail
EFOQT	EA	1 Quart	2.1	7.25	9.40	9.70	12.50
EFOQT	CA	12 Quarts	25.2	82.50	111.40	110.40	148.80





Matt Erickson | DIRECTOR, TECHNICAL PRODUCT MANAGEMENT

For all their benefits, like finely tuned performance, styling and prestige, European cars can be a hassle to maintain. Some makes and models are notorious for their interesting and sometimes expensive quirks. Another notable difference is the motor oil they use, which I'd like to explain today.

OEMs Create Their Own Oil Specifications

One of the biggest differences between oils for European cars and domestic cars is the performance requirements each must meet. In the U.S. and Canada, it's typically an industry-wide motor oil specification, such as API SP.

European original equipment manufacturers (OEMs), however, typically maintain their own motor oil performance specifications. A Volkswagen* owner, for example, must use an oil that meets the requirements of VW's own performance specs. The same holds for Mercedes-Benz,* BMW,* Porsche* and other European cars.

Complicating matters, each OEM motor oil specification is slightly different. One OEM may require an oil that offers better performance against oxidation, while another requires better resistance to viscosity loss. And different engine models can require different oil chemistries of the same viscosity. For example, VW requires some of its engines to use a 0W-20 oil that meets its 508.00/509.00 spec, but others must use a 0W-20 oil that meets a different spec. Some BMW engines require a 5W-40 oil that meets the BMW LL-01 spec, while others require a 5W-40 that meets the BMW LL-04 spec. The specificity can easily confuse motorists.

OEM specifications tend to be more strict and require increased motor oil performance than the industry specs to

Motor oil isn't "one-size-fits-all"

There are notable differences between oil for European and domestic vehicles.

which we're accustomed. This, of course, requires more advanced (and typically expensive) motor-oil technology delivered almost exclusively by synthetics.

General Motors,* for its part, has taken a page out of the playbook of its European counterparts by maintaining its own GM dexos* performance specifications. I suspect we'll see more of this from domestic OEMs in the coming years.

More-Strict Emissions Standards

The European Union maintains more strict standards for carbon dioxide (CO₂) and carbon monoxide (CO) emissions than we do. (Our standards for nitrogen oxides [NO_x] and particulate matter [PM] are more strict, however.) Because modern diesels emit lower CO₂ than gasoline engines, the European market pivoted toward diesel-powered vehicles in the 1990s. Diesels also provide better fuel economy.

One drawback, however, is the higher levels of NO_x and PM that diesels produce. To counteract this, diesel-powered vehicles use diesel particulate filters (DPF) and catalysts designed to reduce pollutants from the exhaust before they exit the tailpipe.

An oil's formulation can negatively affect sensitive emissions-control devices. Certain components in the motor oil can reduce the effectiveness and life of DPFs and other emissions devices. For that reason, European specifications often limit certain ingredients to protect emissions-control systems.

Longer Oil-Change Intervals

Europeans have long practiced what's only recently caught on in North America – longer oil-change intervals.

Europeans are accustomed to changing oil far less often, with drain intervals

of 10,000 miles (16,000 km) or so quite common. One reason is the higher cost of oil in Europe. Another is the differences between manufacturer recommendations. For example, most modern BMWs require oil changes only every 15,000 miles (24,140 km). In the U.S., most people change oil around every 5,000 miles (8,000 km). The figure increases if the vehicle is equipped with an electronic oil-life monitoring system.

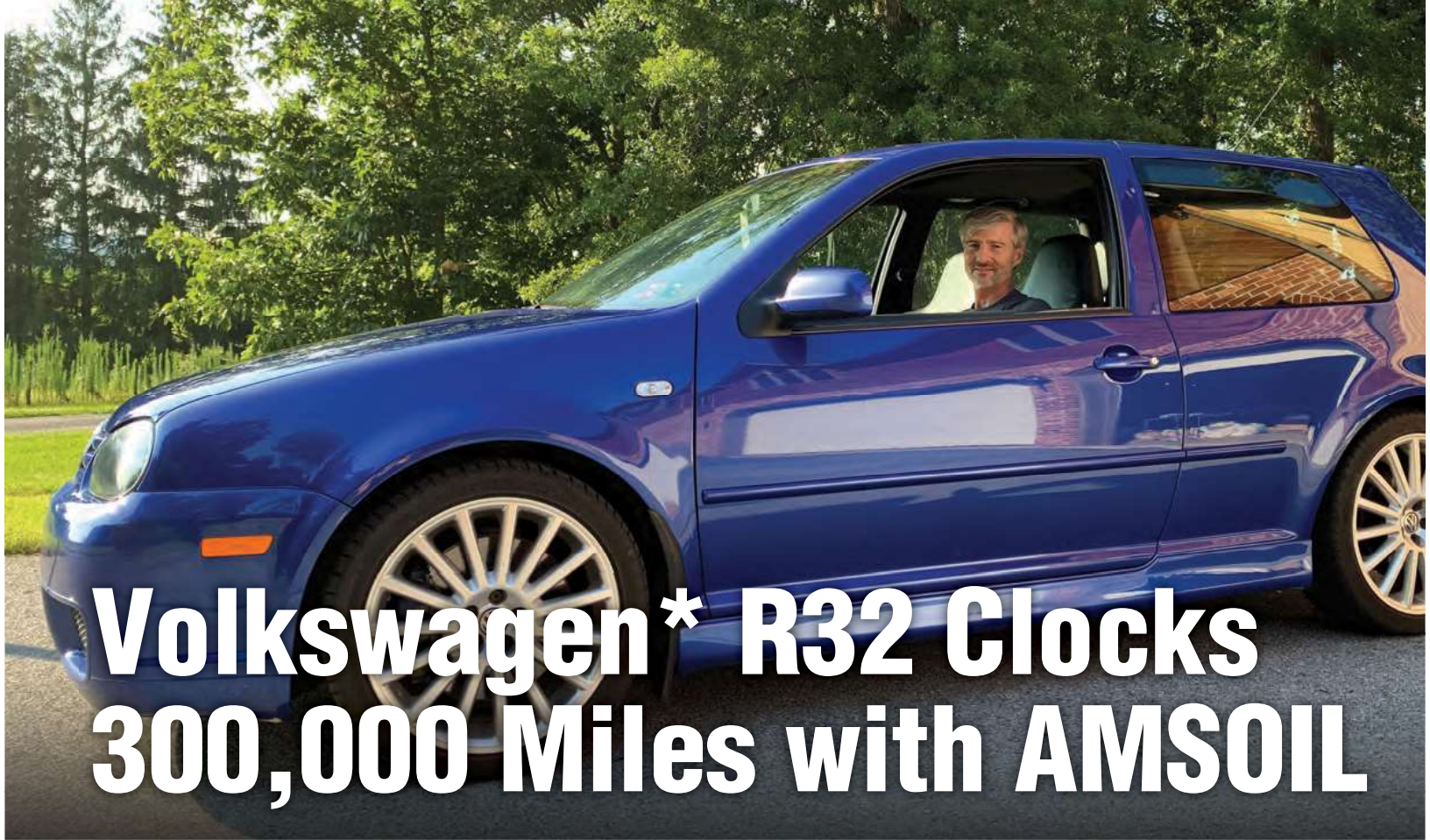
Longer drain intervals common with European cars require an oil capable of protecting against wear, deposits and sludge for the duration, which requires a more robust oil.

Different Viscosities

In addition, many European OEMs have historically suggested different viscosities for different operating temperature ranges. In cold weather, the OEM may recommend 5W-30. In warm weather, 5W-40. Traditionally, drivers settle on a 0W-40 or 5W-40 to offer the best of both worlds – good cold-flow at startup to protect against wear and good resistance to heat once operating temperatures are reached. However, like their domestic counterparts, European manufacturers are increasingly recommending reduced oil viscosities to help improve fuel economy.

Our updated line of 100% Synthetic European Motor Oil reflects this trend. We recently introduced two new 0W-20 products. Our full line provides an option for just about any European car owner, no matter the performance spec or viscosity. The best way to find the right oil is to use our Product Guide at AMSOIL.com or AMSOIL.ca.

European cars offer an excellent driving experience; be sure to protect them with AMSOIL Synthetic European Motor Oil.



Volkswagen* R32 Clocks 300,000 Miles with AMSOIL

Richard Nyquist of Manheim, Pa. is the epitome of a Volkswagen enthusiast. He's owned several cars from the German automaker, including a Mark 1, several Mark 2s and the rare Golf* GTI 337 edition, of which only 1,500 were sold in the United States.

Currently, Nyquist owns a 2004 VW R32 equipped with a 3.2L V-6. VW only sold 5,000 R32s in the U.S., and that was only after enthusiasts petitioned the company to make the car available stateside.

"It's kind of Volkswagen's version of a rally car," said Nyquist. "It has nice leather sports seats that were only available in that car, a special steering wheel, dash, exhaust system...all those good things," he said. But the all-wheel drive is the key that unlocks the car's potential.

The car makes 240 hp and hits 60 mph in about six seconds. "Back in 2004, that was pretty solid," said Nyquist. "Today, your 2.0L turbos are going to be pushing 300 hp, but the naturally aspirated V-6 is such a pleasure to drive," he said. "You have the full powerband at your fingertips – it's an extension of yourself."

Though Nyquist says the car is no

"rocket ship," it's perfect for his driving style. "I come from Scotland," he said. "We're used to passing other cars and twisty, turny roads. To jump on the highway and see how fast you can go – that doesn't do anything for me. Twisty, turny roads, shuffling and dicing on the gears, getting the revs just right and getting G-force on the corners is fun driving to me."

Extended drains drew Nyquist to AMSOIL

Nyquist has used AMSOIL 5W-40 Synthetic European Motor Oil (EFM) since the car was new. "In the early days, it was serviced under VW's new-car service agreement, and I took the oil with me and told them, 'This is the oil that's going in it.'" He changes oil about every 12,000 miles (19,300 km).

Nyquist originally used AMSOIL products because finding a 5W-40 in his area proved difficult in 2004. Plus, a friend

had been practicing extended drain intervals with AMSOIL synthetic motor oil and oil analysis, which appealed to Nyquist since extended drains have been common in Europe for years. "I was looking for that longer change interval, and I definitely wanted synthetic," he said.

Mechanic "shocked and surprised" at AMSOIL performance

AMSOIL motor oil has performed flawlessly in the engine ever since, which recently hit 300,000 miles (482,800 km). Recently, the front differential failed, which required extensive work to repair. Nyquist had also noticed his engine was wet from oil. "It wasn't leaking profusely or dripping; it was just wet," he said. "And we'd never done the timing chains, which a lot of people change at 100,000 miles (160,934 km) or even less."



After 300,000 miles (482,000 km), the cylinder head contained virtually no sludge or varnish, while the cylinders appeared in excellent condition.

EUROPEAN MOTOR OIL FAMILY

0W-20 LS-VW (EZT):

Use in vehicles that require API SN-PLUS, SN... • ACEA C5 • VW 508.00/509.00

0W-20 LS (AFE):

Use in vehicles that require API SN-PLUS (Resource Conserving), SN, SM... • ILSAC GF-5 • ACEA C5 • A1/B1 • BMW LL-17FE+ • MB 229.71 • Ford WSS-M2C947-B1 • Opel/Vauxhall OV0401547 • Fiat 9.55535-GSX • Chrysler MS-12145 • Volvo VCC RBS0-2AE

0W-40 FS (EFO):

Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • MB 229.1/229.3/229.5 • Porsche A40 • Renault 0710, 0700 • VW/Audi 502.00/505.00

5W-30 LS (AEL):

Manufacturer Approvals: VW 504.00/507.00
Use in vehicles that require API SN • ACEA C3 • GM dexos2 • Chrysler MS-11106 • MB 229.51 • BMW LL-04 • Porsche C30

5W-40 MS (AFL):

Manufacturer Approvals: MB-Approval 229.51 • Porsche A40
Use in vehicles that require ACEA C3 • API SN/SM/CF... • BMW LL-04 • Chrysler MS-10850 (supersedes MS-10896) • Ford WSS-M2C917-A • GM dexos2 (supersedes LL-A-025 and LL-B-025) • Renault RN0700/RN0710 • VW/Audi 502.00/505.01

5W-40 FS (EFM):

Manufacturer Approvals: MB-Approval 229.5 • Porsche A40 • VW/Audi 502.00/505.00
Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • Renault 0710, 0700 • Opel GM LL-B-025



So, while repairing the differential, his mechanic pulled the engine apart and changed the timing chains and head gasket. What he saw inside surprised him.

“He was completely shocked and surprised by how clean the cylinder head was. Normally he’d see sludge in cars with similar miles,” said Nyquist. There was also no sign of a groove at the top of

the cylinder bores where the piston ring rubs against the cylinder at the top of its stroke. “There was barely any varnish in the engine, which was quite surprising,” said Nyquist.

No plans to part with his R32

Nyquist has no plans to part with his R32. “It’s a keeper for me,” he said. “It’s in fabulous condition. I’ve seen other R32s that have half the mileage, and

they look terrible,” he said.

Nyquist also had a Honda* Pilot* that hit 300,000 miles (482,800 km) using AMSOIL synthetic motor oil before he sold it to his mechanic’s brother. The vehicle still runs great at 330,000 miles (531,000 km).

“In both my cars, I’ve hit 300,000 miles and could have kept going, and that’s the only oil they’ve ever seen.”



AMSOIL KEEPS BMW* ON THE ROAD FOR NEARLY 20 YEARS

For more than 18 years, Preferred Customer Ilya Moshenskiy of Redmond, Wash. has trusted AMSOIL synthetic lubricants to keep his 1998 BMW on the road.

"I'm a long-term customer. (I've) personally put over 400k miles in the driver seat," Moshenskiy said. "I have owned my 1998 BMW 528i* for over 18 years. It's still in the condition I remember it being when I first drove it off the dealer lot. Since day one, I have been doing my own oil changes exclusively using AMSOIL."

Moshenskiy said he depends on the car in all conditions.

"My car has been a workhorse getting me through thick and thin," he said. "Over the years, the 528i has been a reliable family member. It has given us countless memories over the past two decades, from the sunny beaches of San Diego to pummeling through two feet of snow

in British Columbia, Canada. I know whether I'm commuting or taking it on the next road trip, my 528i will get me there. My only worry are those pesky tail light bulbs that burn out with age."

Moshenskiy spreads the word about the AMSOIL European Car Formula that has kept his BMW running for so many miles.

"Every time I start a conversation about 400k miles on the original motor, people ask what's the secret," he said. "AMSOIL is the secret; that's what you need to know. I don't think I could have logged over 400k miles if it wasn't for AMSOIL. Believe it or not, this is still my daily driver."



Not only is the car still his daily driver, it looks like it's new.

"There's something about thick German paint that lasts long and looks new," Moshenskiy said. "I'm in Seattle and have taken the car on many trips in the Pacific Northwest and Canada."

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AMSOIL Helps 1960 Porsche* Run Like a Dream

Owning a pristine 1960 Porsche 356B is rare enough. But how about one that played a small role helping astronaut Scott Carpenter become the second American to orbit earth, in 1962?

Such is the case for AMSOIL customer and retired aerospace engineer Ron Gibb of Rancho Palos Verdes, Calif. His résumé includes work on the Project Mercury and Apollo space missions. "I designed the oxygen regulator for the LEM (lunar excursion module) vehicle," said Gibb. "If you saw the movie 'Apollo 13,' they went into the LEM vehicle to survive coming back to earth." Gibb's work also contributed to the February 1962 Friendship 7 mission, during which John Glenn became the first American to orbit earth.

Carpenter's flight up in the air

Just three months later, astronaut Scott Carpenter was set to duplicate Glenn's feat as part of the Mercury-Atlas 7 mission. However, the spacecraft was running out of liquid oxygen (LOX) propellant prior to reaching orbit. "They were going to postpone Carpenter's flight because they didn't know what to do," said Gibb.

Porsche plays role in space race

One of Gibb's coworkers at General Dynamics, where he worked at the time, had the idea to change the LOX pressure valves to solve the problem. "I was given the job to go make the change," said Gibb. "So, I had two valves shipped from Cape Canaveral, Fla. to LAX (Los Angeles International Airport) and went over and picked them up in the Porsche," he said.

Gibb drove them to the supplier to complete the necessary work. "Then I took them over to a big test facility out in the desert," said Gibb. They finished all the testing at 10:30 p.m. on a Saturday night. Gibb then drove the valves back to LAX for the return flight to Cape Canaveral, where they were installed Monday in time for Carpenter's pre-launch testing the next day.

The mission was a success, and Ron Gibb's Porsche was partly to thank.

Discovered AMSOIL in 1973

Nearly 60 years later, Gibb's prized car is still in excellent condition thanks to AMSOIL synthetic motor oil. Gibb started using AMSOIL products in 1973 after one of his co-workers at Northrop Grumman, where he spent most of his career, became an AMSOIL Dealer.

"I bought the oil and put it in the car. A few weeks after I put it in, I couldn't believe it," said Gibb. The dipstick, which had been nearly black due to deposits, was clean. "The dipstick was nice, bright, shiny and just as clean as a whistle," said Gibb.

"They recommended changing oil every 2,000 miles (3,220 km) because of the high temperatures of the air-cooled engine, and I did that for quite a while," said Gibb. But when he drained AMSOIL synthetic motor oil, it was still clean. "So, I gradually shifted to going a year before changing oil."

300,000 miles (482,800 km) and counting

Today, he uses Signature Series Synthetic Motor Oil in the Porsche, which he thinks has close to 300,000 miles (482,800 km) on it.

"My odometer stopped for quite a few years and I couldn't find anyone to fix it," he said. "I think I've got at least 300,000 miles on it."

Some of those many miles include trips to Colorado's Mt. Evans, which features the highest paved road in the contiguous United States, and California's Death Valley, the lowest point in the country. Gibb once drove his Porsche 31 straight



hours from a class reunion in Iowa back home to Los Angeles – 1,900 miles (3,058 km). "It ran like a dream," he said.

AMSOIL synthetic motor oil has delivered flawless protection all these years. The only major engine work done was due to a zealous parking-lot attendant at the airport back in 1976 who couldn't resist taking Gibb's Porsche for a spin.

"Someone at the parking lot took it on a joy ride and almost separated the flywheel from the crankshaft," said Gibb. One new crankshaft later, the car was back to normal, and it's run smoothly ever since.

Uses AMSOIL products in everything

Gibb has used AMSOIL products in all his cars over the years, including two different Corvettes* and a 1997 Toyota* Avalon* with a V-6 engine notorious for sludge issues. "I've never seen any sludge in the Avalon. [AMSOIL] has kept that engine running excellent." Gibb's nephew owns the car today, which has 270,000 miles (434,500 km) on it.

It's just one more reason he keeps using AMSOIL products and telling others about their excellent performance. "I talk to them about it all the time – they ought to try it," said Gibb.