Whether he's roaring around the track in his late model Thunderbird or simply going about the business of his day, AMSOIL Dealer Greg Norman,Cheyenne, Wyo., counts on AMSOIL lubes.

The hard-driven 351 Cleveland engine in his 1996 Ford Thunderbird is protected exclusively by AMSOIL 20W-50 Racing Oil. "The Cleveland is known for bottom end oiling problems," Norman said. "But I've been running the same engine for 11 racing seasons."

He's never had any bearing problems in the car.

"I did change bearings before some racing seasons, mostly for my peace of mind, even though they looked fine,"he said. "The crank was never reground or the block rebored since 1992 when the initial machine work was done."

Through the years of racing, Norman said he changed the oil at mid-season, "again for my own peace of mind, but oil analysis showed that wasn't necessary." For the last three seasons, he hasn't taken the engine apart. However, at the end of the 2002 season, the engine blew up because of a broken rod bolt.

"The bearings were still in good condition and even after 11 racing seasons on the block, you could still see machine marks on the cylinder walls," Norman said.

Metal fatigue is a common problem in race engines, but Norman thinks the lower temperatures he gets with AMSOIL give his valve springs long life.

"My machinist couldn't believe that I ran the same valve springs for 11 seasons with no problems," he said.

For many years, he used AMSOIL SAE 75W-90 Gear Lube in his transmission and quick-change rear end without any problems. In 2001, he switched to AMSOIL Series 2000 75W-140 Heavy Duty Gear Lube in the rear end and Series 2000 75W-90 Gear Lube in the tranny.

The quick-change rear end allows racers to easily change gear ratios to fit track conditions, but they are subject to a lot of stress and can be a weak link in a stock car. "I've never had a parts failure with the quick-change in the years I've run the Thunderbird," he said.

Norman also equips his passenger cars with AMSOIL products. In 1986, he bought a new Olds Cutlass wagon for his family car. For nine years, the car served his family, running with AMSOIL 10W-40 Synthetic Oil, which he changed about every six months. He put 135,000 miles on the car during that time and then bought a 1994 Ford Taurus in 1995.

The Olds became his work "beater," and for the next five years he never changed the oil or filter. "I figured if the engine broke I had gotten my money's worth," he said. It leaked some oil because of old gaskets, so Norman added a quart of AMSOIL about every two or three
months.

In 2001, Norman had the five-year-old oil analyzed.

"I thought I was going to be listed in the motor oil hall of shame," he said. "To my surprise, the report came back that the oil was OK to use, just change the filter and top off the oil level.

"I am still driving this car to work every day. The 2.8 V-6 engine starts right up in any temperature, doesn't smoke and is very quiet."

The engine has 174,000 miles on it now.

"I know this isn't that much when compared to mileage other people have gotten on their AMSOIL-equipped engines. However, for the last seven years the mileage has been short trips to work and running errands around town, with little highway mileage. That's severe service. I think my experience, as well as that of others, proves AMSOIL stands up to all driving conditions."

Norman runs Series 2000 0W-30 Severe Service Motor Oil in his 1994 Ford Taurus, which has 122,000 miles on the engine. "It runs like new," he said.