



To whom it may concern,

After many years in V8 Supercars, using the common lubricants used in our category, we were invited by United Oil Co. to trial their range of lubricants, including fully certified 100% fully synthetic engine oil. During the second half of the 2005 season, we extensively tested United Oils products, from coolant and gear oils to brake fluid and engine oils, having access to 100% fully synthetic engine oil, available to us for the first time (until then we had been using a synthetic blend, a decision made purely on cost).

After only two rounds of torturous testing we had proven to show some interesting results. The first obvious difference was a stable and consistent oil pressure, which upon further comparison of track data, had revealed distinct drops in engine, gearbox and diff temperatures. On top of these obvious differences we had also noticed a slight improvement in fuel efficiency as well as far less debris in the oil (it is common race team practice to inspect the oil after races for the tell tale signs of damage). Upon further scrutiny we uncovered some not so obvious differences. When we tore down an engine we were surprised to find it unusually clean. The deposits we had become used to finding simply weren't there. We also found that the component wear rate had also decreased, this was highly impressive from the teams perspective, because with substantial drops in the wear rate we could prolong the engines life saving time and money. These days we run the engine longer between tear downs, with basically a check of internal components before reassembly.

For these reasons Messertech Racing Development highly recommends the use of the United Oil range of products, with benefits like these you couldn't use anything less.

Yours sincerely,  
Normie Gorgievski,

A handwritten signature in black ink, appearing to read 'Normie Gorgievski', written over a white background.

(Team Mechanic MRD)