

Dan D. Writers from Dearborn, MI: *I would like to get your opinion on something we discussed at one of my old car meetings a while back. We had discussed the decrease in zinc levels for the engines like you discussed in your presentation, but the discussion evolved into the pros & cons of using synthetic lubes in the older vehicle transmissions and axles. One member has a 1941 Ford V8, which he recently bought, and he said the previous owner had switched over to synthetics in the trans and axle about 5 years ago. It has had very little driving (just some club events and a few family outings, probably only 500 miles or so) since the change. Our discussion centered on if the early vehicle seals and gaskets would see any change with the new lubes. Could you weigh in on this? Also, several of our club members have been using the oil additive Cam-Shield in their '60's and 70's vintage vehicles. I am currently restoring a 1984 2.3L OHC Mustang (yes the one used for the old Sequence III tests, I believe it was) and I am thinking of switching to a later vintage roller follower cam, to prevent the oiling problems as you discussed. Do you think this would be worth the trip? I hope to hear your presentation at a teacher's meeting next year. Thanks for your information.*

Halderman: If the engine was overhauled and new seals and gaskets were used; not new old stock (NOS), then I think he will be OK. Really as much as it is being driven he would be OK anyway except for possible seal leakage (more than normal?)

You could switch cams and followers but the quick and easy solution is to use a zinc additive or Shell Rotella T oil. This way you will have the protection needed without the added expense and besides this keeps the engine stock too. I hope this helps.

