



THIS MONTH
September 2008

- ❑ John's SVO
- ❑ Track Day 2008

NEXT MEETING:
SUNDAY September
21, 2008
Regular Monthly
Meeting
6:00pm @ Denny's
Wilsonville



Track Day 2008



John Clarenbach's SVO Mustang

For information about SAAC NW
Or activities, call any officer

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SAAC Northwest Express is a monthly newsletter of Shelby American Automobile Club Northwest, a regional club formed in 1978 for the purpose of preserving & enjoying Shelby and other Ford/Mercury Performance cars.

Web Page address/emails:
<http://www.saacnw.org/>

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Note: Businesses require phoning ahead and proof of membership in SAAC NW to get a discount. Take your club membership card with you when visiting vendors.

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Contact Bill Kubeck (503) 243-1938.
10% discount on all parts new and used excluding special order items.

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10% discount on custom & mustang parts.

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10% discount on all parts and service.

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OCTOBER 25 - CASCADE SPORTS CAR CLUB ENDURO; CONTACT 503-823-RACE OR GO TO www.portlandraceway.com

DECEMBER 6 – SAAC N.W. YEAR END BANQUET AT THE RIVERSHORE BAR AND GRILL, OREGON CITY, OR.* - 6 P.M. TO 9 P.M.

***BOLD TYPE DENOTES S.A.A.C. NORTHWEST REGION PARTICIPATION; ALL MEMBERS ARE ENCOURAGED TO ATTEND AND/OR VOLUNTEER SUPPORTING THE CLUBS EFFORTS WHILE CELEBRATING OUR THIRTIETH YEAR.**



Track Day 2008

Scott and Laura's

Shelby Team Driver
Allen Grant Speaking
Live At 12:30

Food
And
Drinks
Provided



All
FORD
Cars
Welcome

Sept. 20th 2008
10am - 4pm

Cobra Cruisin

11411 N.E. 131st St. Vancouver, Wa 98662
Cobra4271@MSN.com

Minutes of the S A A C NW Meeting 17 August 2008

PRESIDENT'S REPORT

President Larry Cockerham brought the meeting to order at 6:25 P.M. and thanked all who turned out on such a nice summer evening.

VICE PRESIDENT'S REPORT

Vice President Gayle Gehring talked about up coming events; Cruise in the Park Canby, Oregon on August 23rd, S.A.A.C. Northwest's Open Track Day P.I.R. September 2nd, End of the World Cruise on the Long Beach Peninsula, Washington September 5th and 6th, and the designated event for the club, a tour to Lebanon, Oregon for a car show and picnic in the park on the river. Gayle said we meet at the Wilsonville rest stop on Interstate 5 just South of the Wilsonville Exit. Meet at 7:30 A.M. and leave at 8:00 A.M. (We will group up on the back side of the rest stop behind the restrooms where it is not so busy.)

SECRETARY'S REPORT

Secretary Paul Blanchard was not in attendance at tonight's meeting because of work obligations, and Gayle Gehring is filling in for him. She asked if there were any additions or corrections to the minutes as recorded in the newsletter; hearing none, they were approved as written.

TREASURER'S REPORT

We have track day money coming in, and the event insurance for that event has been paid. Ken gave the beginning and ending balances for our checking and certificate of deposit accounts, and we have a good treasury for the club.

NEWSLETTER EDITOR

Lynette was not present at tonight's meeting, as she has lost a long time pet dog in the family.

SAAC NATIONAL REP

Dan Jones said that there has been an agreement between the Team Shelby group and the National S.A.A.C. club much to everyone's relief. It does not look like there will be any lawsuits.

TRACK STEWARD'S REPORT

DON'T WORRY. THERE WILL BE FOOD AND BEVERAGE VENDORS ON SITE IN THE PARK.

ENTRY FEE IS \$15.00 PER CAR WHICH INCLUDES A FREE GOODY BAG AND DASH PLAQUE FOR THE FIRST 200 ENTRIES.

WHERE TO MEET: THE WILSONVILLE REST STOP ON INTERSTATE 5. LOCATED AT SOUTHBOUND LANES JUST AFTER CHARBONNEAU EXIT. WHEN: 7:30 AM LEAVING AT 8:00 AM. WE WILL GROUP UP ON THE BACK SIDE OF THE REST STOP BEHIND THE RESTROOMS WHERE IT ISN'T SO BUSY.

CONTACT GAYLE IF YOU WANT A NICE SENIC DRIVE TO CENTRAL WILLEMETTE VALLEY @ (503) 657-5595 OR Email: fredangayle@earthlink.net

SEPTEMBER 20 – Scott and Laura's Cobra Cruisin – Time: 10 AM to 4 PM (Please be advised this event was not announced to any of our officers until Open Track Day September 2nd). Sorry for the late notice. But, this might be the event for you if you own an authentic Cobra or Replica Cobra. Allen Grant will be in attendance at 12:30. No entry fee. Food and drinks provided. Where: 11411 NE 131st Street, Vancouver, WA 98662. Phone – 360-254-2281 e-mail – Cobra4271@MSN.com

SEPTEMBER 21 – SAAC N.W. REGULAR MEETING 6 P.M. DENNY'S WILSONVILLE *

OCTOBER 5 – 32ND OREGON HARVEST SWAP MEET; CLACKAMAS COUNTY FAIR GROUNDS, CANBY, OR. SUNDAY 8 AM – 4 PM. HOST CLUBS ARE NW NOMAD ASSOC. AND FORDS OF THE 50'S. ADMISSION FEE. CALL: MARLENE MILLER – 503-622-6813

OCTOBER 11 AND 12 – 30TH NORTHWEST CAR COLLECTOR CAR SHOW & SWAP MEET; PORTLAND EXPO CENTER; HOURS SAT. 8 A.M. – 6 PM, SUN. 8 AM – 3 PM. ADMISSION CHARGE AND PARKING FEE. CALL: 503-245-5444

OCTOBER 18 AND 19 – SCCA RACES AT PIR; CONTACT: 503-823-RACE OR GO TO www.portlandraceway.com

S.A.A.C. NORTHWEST REGION 2008 **EVENT CALENDAR**

ROAD TOUR AND PICNIC FOR SEPTEMBER ***50's IN THE FALL*** ***18TH ANNUAL CAR AND TRUCK SHOW***

RESTRICTED TO COLLECTOR CARS, SPECIAL INTEREST, STREET RODS, CUSTOMS, CLASSICS AND TRUCKS BUILT IN THE UNITED STATES OF AMERICA BEFORE 1974. NO IMPORTS OR 4X4 VEHICLES ALLOWED.

SEPTEMBER 20 – TOUR TO THE PARK BY THE RIVER.* INVITED BY CHARTER MEMBERS RUSS AND DALE SCHULTE– HOST CLUB IS ROLLIN' OLDIES. LOCATION: RIVER PARK, GRANT STREET, LEBANON, OR. 9:00 AM TO 3:00 PM. HERE'S SOME OF THE HOST CLUB RULES FOR OUR PEOPLE WHO WISH TO PARTAKE. IMPORT CARS LIKE SUNBEAM TIGERS OR DE TOMASO PANTERAS ARE WELCOME TO PARK IN THE SHOW AREA WITH THE SAAC NORTHWEST GROUP. THEY JUST WON'T BE ABLE TO REGISTER FOR SHOW COMPETITION. LATE MODEL IMPORTS 1974 AND NEWER WILL HAVE TO PARK ON THE STREET. THE GEHRING'S SHOWED THEIR TIGER LAST YEAR AND DIDN'T CARE ABOUT WINNING ANYTHING. IT WAS JUST A FUN AND RELAXING WAY TO VISIT WITH FRIENDS FROM THE MID-WILLAMETTE VALLEY. THERE'S 50 PLUS TROPHIES BEING GIVEN OUT WITH A 50/50 RAFFLE DRAWING AND SPECIAL AWARDS. IF YOU FORGOT TO PACK A PICNIC

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Mark Pendergrass was not present at tonight's meeting; Don Knapp gave the report. Don said that just about everything is pretty much ready for track day. The first car on track will be at 9:00 A.M. Portland International has all the information they need. Pro turn workers have been hired. Jim Van Cleve will bring his Ford GT down from Morton, Washington to run the car at the event.

MHRC REPORT

Richard Copsey said that the Roadster Show will continue with ISCA judging next year. There is no theme yet picked for the Show, and they are still looking for sponsors.

WEB MASTER'S REPORT

Larry Welcomed Ray back from a long absence, and asked if he had anything to report. Ray didn't have anything. Larry did ask if he needed any pictures of recent events to add to the Web Site.

OLD BUSINESS

Ann Clack mentioned that her other club is doing a tour to the Le May Museum on August 30th, and if anyone is interested in going, call her or Ray. This is the annual open house. Dan brought up the tour to Lebanon, and wanted to know if he needed to bring a lunch. Gayle mentioned that there would be food vendors there, but you could bring your own lunch if you wish.

NEW BUSINESS

Gayle wanted to remind everyone that starting next month, nominations for officers and reps will be taken at the meeting. There are a lot of people who have served for many years, and would like to take a well deserved rest.

Having no further business to come before the membership, President Larry Cockerham adjourned the meeting at approximately 7:35 P.M.

Respectfully Submitted: Gayle Gehring, Vice President sitting in for Paul Blanchard, Secretary

IN CLOSING

There were some problems with the tape recorder, and it will hopefully be replaced by the next meeting.

My SVO Mustang By John Clarenbach



....In Sept of 2004 I was in Portland and saw an ad for a SVO Mustang for sale. I went to see it and ended up buying it. It was a White 1985 SVO with the 2.3 Liter Turbo 4-Banger. I checked some of the information about the car with the Club's SVO wizard (Gary Martin). It turned out that the car is 1 of 40 Comp Special SVO's built in 1985. The Comp Special was a package that made the car track ready. It deleted the power windows and locks, no Air Conditioning, different springs, Radio delete and a few other things that made the car lighter for the track. It has taken me some time to sort out the car.



The previous owner had upgraded the injectors but didn't change the computer so the car was running rich. It had a few engine issues so I rebuilt it this spring. I recently changed the injectors to the correct ones so it runs a lot better. I entered it in the All-Ford meet in Hillsboro this summer and got a second in the class. It has been to a few open track events and is a lot of fun to drive. I have a friend Jeff Bauman in Longview who did an open track with me in the car and now he has bought one that he is working on. If you have an SVO you

need a few more in order to work on them and get one to run. Gary has about 8 of them and he is a good source for info and parts.

We drove Jeff's at the last open track and had way too much fun. We ran all day, which was a big plus, since we broke last year.

His car is multi-colored (Real Ugly) and he has rebuilt his engine too. We referred to his as the Meat-Ball Express since we received a few of those flags at the various open track events. The Svo's have somewhat of a Cult following and if you owned one you would know why. I really like the car and drive all the time.



Biography for Charles Navarro

Charles Navarro is one of the founders of LN Engineering, which was started in 2002 as a manufacturer of high performance Porsche and VW components, including their Nickies line of billet aluminum nikasil cylinders. LN Engineering also offers custom ARP hardware, JE Pistons, and R&R Pro Connecting Rods and is partnered with Jake Raby of Aircooled Technology for their efforts in research and development. This also includes years of joint testing in the field of lubricants as well as flat tappet cams and lifters in an effort to resolve years of unexplained cam and lifter failures that coincidentally started around the time the API SL standard was introduced. Rather than considering that it was a lubricant related issue, we focused on the lifters themselves and in partnership with Schubeck Racing, developed ceramic composite lifters which were excellent in eliminated cam and lifter failures and wear entirely. Not until Schubeck Racing went out of business and the supply of lifters disappeared, did we return to evaluating conventional lifters and cams. Through careful evaluation of material, surface finish, and cam and lifter radius and taper was Aircooled Technology able to find an adequate solution. Not outright failure, but high wear was still a big problem using a popular 20w50. Not until we started evaluating lubricants, did we find that the oil used was just as important as all the other considerations made. For Aircooled Technology, Brad Penn was the wear solution and is required for all their engine kits and turnkey engines, right from the start. LN Engineering and Aircooled Technology have since tested many lubricants for their real-world as well as on-the-dyno performance for both wear and horsepower. Brad Penn still remains Aircooled Technology's #1 choice in lubricant for their customers.

from 3,000mi/3 months to 5,000-7,500mi/6 months in most domestic vehicles, using mostly non-synthetic oils. Based off of extremely long drain intervals recommended by most European manufacturers, some in excess of two years and 20,000 mi, some users have found it best to reduce those intervals by half or even a quarter. Porsche for the 2008MY has reduced their extended drain intervals significantly to one year/12,000 mi, which is actually less miles than Porsche recommended back in the 1990s with 964 and 993 based aircooled 911s. Based on UOAs provided to us by our customers, new Porsche owners should consider reducing their drain intervals further to no more than 9,000 mi or one year and some shops recommend changes every 6,000 mi or six months.

Vehicles with track time or sustained high oil temperatures or RPMs should have their oil changed after every event (or every other event). This translates to a total of about 10 hours max, with vehicles with 12 qt or higher oil capacities- engines with smaller capacities must be changed more often. Vehicles subjected to very short drives or sustained operation in heavy traffic should indeed be serviced more often. Likewise, vehicles not driven often but driven hard a few times a year can probably go a year between oil changes, but that doesn't mean you shouldn't use a good oil! Regular used oil analysis is the best way to determine ideal drain intervals for your driving habits - one good rule of thumb I have seen quoted is to change the oil with the TBN (total base number) is reduced by 50% of the original total (requiring you to also know your oil's virgin TBN). Another common recommendation is to change the oil once it's TAN (total acid number) equals the TBN. Other factors to consider are fuel dilution and shearing out of grade when determining your drain interval. With this knowledge in hand, using a quality motor oil with proper filtration and regular service is the best thing to do for your engine and to protect your investment.

Any information you may receive related to this web site is provided merely as friendly suggestions, not as expert opinion, testimony or advice. Neither LN Engineering nor Charles Navarro endorses or sponsors any information, products or methodologies you may find herein.

Track Day 2008

Track day 2008 for the Shelby Club turned out to be great weather and a fun time for all.. Mark Pendergrass did a great job with the help of Don Knapp & Ed Neiger and the rest of the club members that put this track day together. I also want to thank Ken Walker, The Gehings, The Clacks and anyone else that helped out. With out all of you this track day would have never happened. We had some very fast cars at this years Open Track With Jim Van Cleve's FORD GT and Russ Schulte friends Cobra cutting some very HOT laps.. Dick Albrecht also came with his 66' Vintage Racer and put down some good laps.. We also had some first time cars at this years open track with John Zeggert's 64 1/2' Mustang Coupe & Dave Wahl's 65' Vintage race Coupe he just got.. The last time I seen both of these guys they had great big SMILES on their faces.. And this is what track day is all about! Your President had more car trouble when he blew a head gasket and could only do about 3 laps at a time before the car got hot and had to let it cool down.. This has been my luck here lately with my Coupe & Boss as some of you know.. The good thing is we didn't have any blown motors on track and we went home with all our floor dry this year.. We also didn't crash any cars this year.. Just a few spin outs.. So I feel this was a good day for the club all around. If you have never done one of our open track days put next years on your calendar at which time we hand out big SMILES!



Track day continued...



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with their glassy, slippery surfaces. Lower viscosity motor oils are key to increasing fuel economy by their reduction in drag where high viscous friction occurs in hydrodynamic lubrication. While lower viscosities improve fuel economy greatly, they also reduce the hydrodynamic film strength and high temperature high shear viscosity of the motor oil, factors both of which are key to protecting high performance engines, especially air-cooled ones.

However, it is worth noting that these new API guidelines do not need apply to “racing,” “severe duty,” or any motor oils that do not carry an API “starburst” seal or clearly state for off-road-use only. Motor oils meeting “Energy Conserving I or II” standards should be avoided as well as those with an API SM or ILSAC GF-4 classifications. The European ACEA A3/B3 “mid-SAPS” classifications, which place a cap on P levels at 0.10-0.12% but allow for higher Zn levels, to be better in taking into consideration wear and engine longevity, setting much lower wear limits, while still limiting emissions and protecting emissions control devices. It is common to find API SJ rated oils, particularly those meeting Volkswagen's stringent 505.01 standard for PD TDI engines, to also meet ACEA A3/B3 requirements. The current ACEA A3/B3 classifications require higher high-temperature high-shear (HTHS) viscosities, stay in grade shear stability, and tighter limits on evaporative loss (noack volatility), high temperature oxidation, and piston varnish. This makes oils meeting these ACEA standards that much better for your Porsche, especially since wear limits are much more stringent for valve train wear, 1/6th to 1/4th the wear allowed in the sequences for API's newest SM or CJ-4 standards. Of particular interest is the upcoming ACEA E9 standard to supersede the API CJ-4 standard in Europe, creating a classification for low ash oils that are low detergent and are very effective in controlling wear in legacy engines.

Failure to use the right oil, use proper filtration, or observe proper changing intervals can affect the performance of even the best motor oil. This also includes changing the oil too often (needlessly bad for the environment and your wallet) or not often enough. Against conventional wisdom, engine wear decreases as oil ages to a certain extent, which means that changing your oil more frequently actually causes engine wear; these findings were substantiated by studies conducted by the auto manufacturers and petroleum companies, leading to drain intervals increased

back when it was API SH/SJ rated and prior to reformulation. This confirms the industry wide trend of the reduction of Zn and P from motor oils and switch to Ca-based detergents, with the eventual reduction to 0.06-0.08% or even worse, the elimination of these additives, which are essential to an air-cooled Porsche engine's longevity.

Many Porsche repair shops have acknowledged that these newest SM and CJ-4 motor oils are not sufficient for protecting any Porsche engine. With longevity and the protection of vital engine components in mind, many shops are recommending non-approved motorcycle or racing oils, or the addition of oil supplements at every oil change, for their higher levels of protection.

Oil companies have been cutting back on the use of Zn and P as anti-wear additives and switching to alternative zinc-free (ZF) additives and ash-less dispersants in their new low SAPS oils since Zn, P, and sulfated ash have been found to be bad for catalytic converters. One such ZF dispersant/anti-wear additive is boron, which does not foul the catalysts in the particulate emissions filters or catalytic converters. For most owners, the reduction in longevity of a catalytic converter is a small price to pay considering the many thousands of dollars it costs to properly rebuild a Porsche engine. It is worth noting that most Porsches have lived the majority of their lives with high Zn and P oils as found in API SG-SJ oils as late as 2004, and we never hear of problems with their catalytic converters.

In addition to protecting emissions controls, there are many other design considerations in formulating engine lubricants, which include improving fuel economy and longer drain intervals. Many believe that the EPA has banned zinc and phosphorus in motor oils. This is not true. In response to modern engine design and longer emission control warranties which are required by the EPA, manufacturers have turned to reformulation of oils to do this, as well as to improve fuel economy by reducing friction. High friction can result in areas with boundary lubrication or where high viscous friction forces and drag may occur with hydrodynamic lubrication in bearings. The use of friction modifiers, such as moly (there are many different species of Mo-based friction modifiers, help to reduce friction in metal-to-metal contact with the formation of tribofilms characterized

Update on the removal of zinc & phosphorus from motor oils situation

The removal of zinc & phosphorus from modern motor oils in recent years has often had disastrous consequences for older engines of all types, especially flat tappet camshaft automobile engines. The selection of engine oils for older/performance engines is changing all the time and some oils, like the Rotella T that many have been using for cam break in of late, have now changed and the new version is not up to the job. Gibbs has a modern oil with lots of ZDDP for the old/race engine crowd and Roush has now released a modern oil with lots of ZDDP in their brand. The oils are expensive but (a) most Cobras or other vintage cars probably don't get as many miles as a daily driver in a year anyway and (b) they are cheaper than HP289 parts. Remember it is just not the cam and lifter interface that the lack of ZDDP affects. Any original design steel on iron or iron on iron sliding interface is prone to rapid wear without plenty of ZDDP. Roller cams and or rocker arms don't address the cam gear/distributor gear contact, distributor gear/engine block contact, timing chain/gear contact, fuel pump lever/eccentric contact.

As an example of how fast things can deteriorate inside an engine, a friend recently disassembled a HP 289 engine from a Cobra that was claimed to have had 4,000 miles on the rebuild that used roller cam and rocker arms with synthetic oil and all else plain HP289 parts. The steel cam timing gear, timing chain, and steel crankshaft gear was so worn the chain could almost be "jumped a tooth" by hand. He had never seen a chain that loose on a 289 anything without a busted up plastic coated cam gear from Level 7 design and later. The cam retainer/thrust plate was worn badly too and must be replaced.

Charles Navarro is an engine builder and engineer known from the 356 Porsche talk group and he is one of the most knowledgeable persons you can find on oils, ZDDP (zinc/phosphorous additive) and wear etc. He analyzes oils regularly and has found that formulations can change several times a year! To read his work, see the article pasted below. Go to the link below to get to the original article if the links in the pasted copy don't work. Be prepared for a studious article and pay particular attention to the sections on additives along with the new oil rating symbols. Bottom line for now is Brad Penn oil (formerly Kendall) is best for flat tappet engines etc. Using any modern approved oil is risking severe damage to your flat tappet engine (and other components.)

<http://www.lnengineering.com/oil.html>



Oil

What motor oil is best for my air-cooled Porsche? (Or any high performance engine)

by Charles Navarro
Last updated 07/31/08

The purpose of proper lubrication is to provide a physical barrier (oil film) that separates moving parts reducing wear and friction, but there are many surfaces within an engine that operate with metal-to-metal contact, again popular belief, that are very highly dependant on a strong and robust anti-wear film. The top piston ring operating in sliding contact with the bore operates in a mixed lubrication regime consisting of both boundary (metal-to-metal direct contact) as well as hydrodynamic (oil film between moving surfaces) lubrication. The majority of non-corrosive wear occurs where boundary lubrication exists, especially at cam lobes, tappets, cam follower/buckets, and rockers. Oils contain dispersants, friction modifiers, viscosity modifiers, anti-foam, anti-corrosion, antioxidant and anti-wear additives, all of which can affect the strength and durability of anti-wear films. The focus of this study is on the levels of zinc and phosphorus found in motor oils and their interactions with other additives, more exactly, the zinc (Zn) and phosphorus (P) that makes up the anti-wear additive ZDDP, zinc dialkyl dithiophosphate, as the ZDDP level is causing concern for all older engines, including air-cooled Porsches, with modern oils.

What general characteristics make motor oils specifically well suited to an air-cooled or other high performance engine? Aside from recommendations issued by Porsche, what makes a good oil? These oils must be thermally stable, having a very high flashpoint, low noack volatility, and must "maintain proper lubrication and protect vital engine components under the extreme pressure and the high temperature conditions" found in air-cooled Porsches. Porsche recommends and uses Mobil 1 0w40 as a factory fill in new vehicles and their 15w50 has been a popular choice used by many in the aftermarket in air-cooled models. What was once considered a 'safe' oil is no longer as many of these lubricants have been reformulated for many reasons, not limited to allow for protection of emissions controls and for longer drain intervals.

Even prior to the introduction of the API's SM standard, there was concern that current API SL standards from back in 2003 may inhibit the backwards compatibility of motor oils, specifically referring to the limitation of ZDDP, which is "the most effective combined anti-wear and anti-oxidant additives currently available." *SAE 2003-01-1957, Effect of Oil Drain Interval on Crankcase Lubricant Quality, Shell Global Solutions*. The authors continue to state that oils are required to provide longer protection in severe operation but that an oils performance is "limited by environmental considerations." Furthermore, they state that it is hard to predict the effects of these reformulated oils in just a single oil change and may only be evident over an engine's lifetime. It is hard to know the full extent of the potential damage these new SM oils will have on our performance engines so chose your lubricants carefully.

Porsche's recommendation in hand, our initial analysis from 2005 and 2006 and from virgin oil analyses going back to the 1990s, we found that then recent SH/SJ formulations of Mobil lubricants tested, including Mobil 1, have had higher Zn and P content than SL or current SM formulations. Even current "re-introduced" formulations are not the original formulations many shops and owners were used to. Aside from reduced Zn and P levels (now restored in certain products), many products with "adequate" Zn and P still use high levels of Ca detergents, well documented in various SAE publications as known for causing more wear than Ca/Mg or Ca/Mg/Na detergents, as previously used in oils like Mobil 1 15w50,