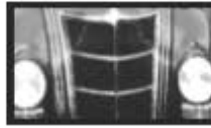


President's Message



Greetings fellow Airflowers!

For this month's message, I thought that I'd go out on a limb a bit. One of the topics which comes up over and over again is that of which modern lubricants to use in our Airflows. There are numerous "right" answers to this question, but knowledgeable members are reluctant to express an opinion for fear of disagreement. Thus the 'out on a limb' characterization – get those rotten tomatoes ready to throw!

I AM NOT AN EXPERT. I own 9 vintage vehicles, the oldest being a 1930 model year and the youngest being a 1958. I drive them all. I have put over 40,000 miles on my 1950 Dodge, having owned it for 31 years.

The first observation that I'd like to make is that any quality lubricant manufactured today is far, far better than what our Airflows used when new. Technology marches on! Modern vehicles are far more demanding as far as lubricants are concerned and the oil manufacturers have improved their product as a result.

The second observation is that the limited driving that even "driven" Airflows receive gives us some latitude as to choice of lubricant.

So in the order that Mike DeLapp asked his questions way back in April of 2011 on the Yahoo message board:

Engine oil - multiweight or straight? I use Chevron Delo 400 15W-40 in either the standard or LE version.. Multiweight oils were developed to maintain viscosity over a wide range of temperatures - why not take advantage of that? It's a good thing! I happen to like this oil because it's readily available, is of high quality, and I maintain decent pressure on some of my higher mileage engines even when idling hot. By the way, I use synthetic oil in my modern cars, but not on the vintage vehicles. For older cars, **time** is what motivates oil changes, not miles (since so few miles are driven). I change oil annually. With so few miles, I receive no benefit from the synthetic oil, so why bear the cost?

ZDDP? I think that it is not an issue. First of all, ZDDP was not introduced until the 1940s.. The introduction of high lift cams motivated the use of more ZDDP. Because the stuff fouls catalytic converters, oil manufacturers have been reducing ZDDP levels. Additionally, oil manufacturers have introduced other additives as they have phased out ZDDP. By the way, the Chevron Delo contains >1300 ppm of zinc, which is not far from the 1600 ppm in Classic Car Motor Oil (specially formulated for vintage cars, but expensive at \$6.50 per quart). ZDDP is an issue on flat tappet racing engines, not on our vintage vehicles which are driven gently.

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Detergent or no? Detergent is almost always preferred. I have heard stories where the first use of detergent oil on a terribly worn engine with massive piston deposits would turn bad oil consumption into terrible consumption. But if the engine has relatively low miles, or even high miles with proper maintenance, this is not an issue. Again, detergent is a good thing. That's why it's use has been common for so many years.

Transmission/overdrive - weight and type? For cars without overdrive, the '35 maintenance manual specifies SAE90 for winter and SAE100 for summer. For overdrive equipped cars, it says to use "special lubricant". If someone can tell us what the special lubricant is, we'd all be grateful! I use Pennzoil **synthetic** 75W-90 gear oil. It is compatible with "yellow metals" (bronze is our concern). **BY THE WAY** - Ross Mac Lean pointed out in the September 1970 issue of our Newsletter that in June of 1934, a De Soto "Confidential Bulletin" corrected the De Soto maintenance manual and stated that for below freezing, SAE50 should be used, and above freezing SAE70 should be used. I think that the 75W-90 would still do the trick, and in any event it is a much higher quality oil. I don't know about you, but I don't do much Airflow driving when it is below freezing!

Transmission/overdrive - draining and replacing. After draining, fill the transmission plug hole just to the bottom of the hole. Then do the same with the overdrive. Sequence is important.

Differential? - Maintenance Manual calls for SAE100 winter, SAE90 summer. Again, I go with the above mentioned 75W-90.

Depending on feedback, I might put together a small chart and post it in the NL. It could be copied and placed in the glove box for future reference, as Mike suggested.

Happy Airflowing!

Frank