

THE GALLOPING GAZETTE

NOVEMBER 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 85

President's Perspective

Welcome Members,

Hello all you club members, for all the one's that missed out on the sneak preview of the '94 Mustang. It looks great, but some of us real Mustangers say's it will have to grow on us. We had about thirty five to forty cars at the Diamond for the display of the Anniversary. I would like to thank Monte and everybody for bring their car's out in the bad weather we had.

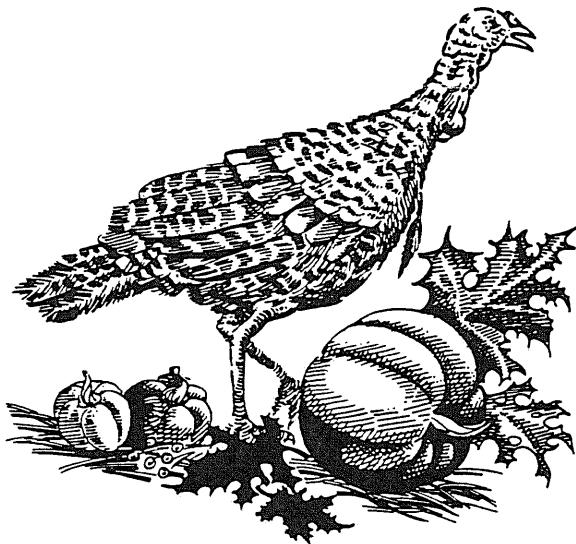
We have elections this month. It time to think about who you want to vote in.

Remember... The Halloween Party at Tom Barnett's house on Saturday evening. Don't forget to wear your costume. Please be careful! watch out for the goose and little goblins. See you there.

For the month of November and December I will be taking up toys for the Toy's for Tots, Please bring them to the meeting or give me a call and I or Nellie will pick them up.

Until next time.....

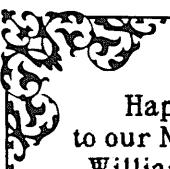
Kenny Fischer, President



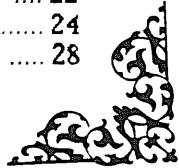
Happy Thanksgiving



The Nominations Committee
would like to THANK ALL
the members for talking with
us on the phones! THANKS
For your HELP!!



Happy Birthday
to our November Babies
William Jarvis 3
Cheryl Kean 15
Jon Cliboine 19
Bonnie Fischer 22
Robert Jones 24
Kenny Fischer 28



MINUTES OF MEETING, Oct. 6, 1993

Don Smith called the meeting to order at 7:30 p.m. due to Kenny being on vacation. Phil Anderson from Ford Motor Co. was present to promote the "Preview Showing" of the 1994 Mustang on Oct. 17. A promotional video was also viewed.

Gene presented the financial report: Income \$995 Expenses \$802.11 Balance as of October 6: \$1013.56 Gene will be entering Chippenham Hospital for heart surgery on Oct. 18.

9 visitors were presents. With the new members who joined since the show we have 91 members

Al reported that MCA and Ford have called him several times lately and plan to send items to individual club. They plan to keep in closer contact with individual clubs.

Carroll reported that the Hall St. Christmas Parade wants us to pay \$50 to enter this year because they have losing money in the past few years. There was a motion made and seconded to pay the fee and enter the parade. After discussion, it was voted on and passed.

Monte discussed the ADOPT A HIGHWAY PROGRAM. We will set a date at the November meeting because Oct. 16 will be the Gloucester Show. Monte then presented trivia

Tom gave details about the Halloween Party.

Don brought up the request from Kenny to donate \$57 Collected from the car show plus \$150. A motion was made seconded to donated the money. After discussion, it was voted on and passed to donated \$207 to the Red Cross.

Door prizes drawing was held.

Meeting was adjourned at 8:55 p.m.

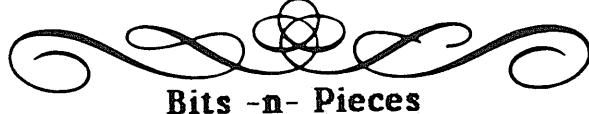
Linda Cosier, Secretary

The Galloping Gazette is published monthly by the Centreal Virginia Mustang Club, Inc. a non-profit organization promoting the safe and enjoyable use of our vehicles and to preserve and authentically maintain Mustangs.

CLASSIFIED ADS: We invite CVMC members to contribute personal ads free of charge in our Club's newsletter. Classified rates for professional service, parts, dealers, etc. will be at a cost of \$5 per ad; rates subject to change. Submitted material will not be returned. All ads published as space permits and edited at the discretion of this publication.

THE GALLOPING GAZETTE will not answer inquiries about these ads and assumes no responsibility for their content. Ads must reach us 10 days prior to the next meeting date, should be typed or printed on 8.5x11 paper. Include name and phone number. Ads must be resubmitted each issue.

ADVERTISING: Commercial/Professional rates are \$50/Full page, \$30/Half page, \$17/Quarter page, \$10/Small Display ad.



Bits -n- Pieces

Toy's For Tots

Please help us make some children have a wonderful Christmas. We will be collecting toy's unwrapped at November and December meetings.

We would like ask the members to please turn in all membership surveys and spotlight forms, these will help all of us.

All our prayers are with Gene, who just had open heart surgery. Hope he get's well and back on his feet soon.

We will all miss you! CVMC CLUB

If you are interested in a club jacket please let Nellie know. The cost \$75. ea. they are Black jackets with clubs logo embroider on back.

Parades!!!

Carroll said there was a misunderstanding between City Councilman Price and The Hull Street Merchants. The Manchants say's the Hull Street Christmas Parade has been put on the back burner for now. It has been replaced with ManchesterFood Festival.

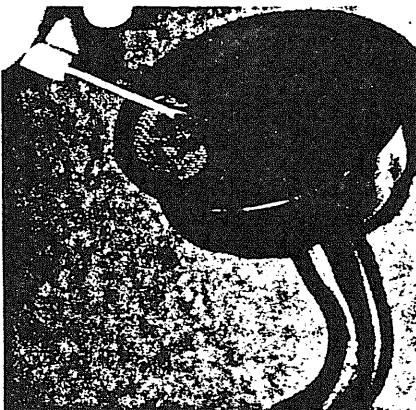
Debby really loved her '85 Cougar. She had it serviced every three months like clockwork. "It probably gets driven less than 2,000 miles — but I change it anyway." Debby had her gem serviced by a local chain store where the service clerk sold her on having some PTFE added to her oil change. Not knowing what would follow, Debby agreed.

Nothing of consequence happened when she drove the car home. It was snowing and all she wanted was to get home before the storm really hit. Snow fell all night and the next day Debby's Cougar was snowed in its parking place. The following day she was finally able to get it out. It was bitter cold, but the roads were clear enough for her to drive to her job.

On her way the engine started making a loud knocking and the red engine warning light came on. There was nowhere to pull over and she was forced to drive two miles to the nearest exit. By the time she got off the interstate, the engine was knocking very badly. She pulled into a convenience store and called a tow truck.

When the engine was tested, it had no oil pressure. John, the mechanic, pulled the engine from the car and removed the oil pan to inspect for damage. He expected to find a sludge build-up in the pan from lack of oil changes. This is the usual cause of oil pressure loss for this vintage V-8. See *N&B Vol. IV #11 "Ford Fights Sludge."*

The disassembly of the engine changed his mind. The inside was remarkably clean. "Not what you could call a neglected engine," he said as he removed the valve, oil pan and timing chain covers. But, in the bottom of the very clean oil pan he found a pile of dark-colored gooey stuff under the oil pump sump screen. Thinking it was sand, he rubbed it between his fingers. It felt like grease. It was slippery! This photo shows some chunks of the PTFE still stuck in the sump screen after the oil drained out of the sump tube. Note the pocket screwdriver buried in the PTFE.



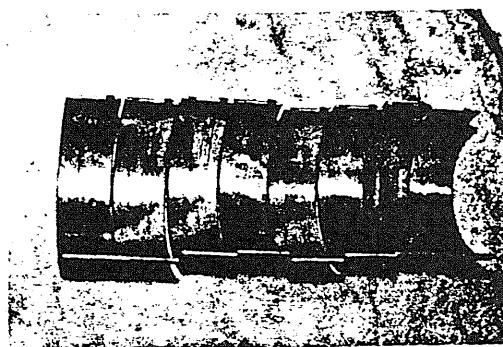
PTFE: Rx For Engine Death

John asked Debby about the recent history of the car. She said it had just been serviced by the auto department of the local department store. Following a hunch, he asked Debby to bring the repair order so he could look it over. His hunch was right. Her engine had been treated to one of the popular brands of PTFE teflon oil additives.

This photo shows what John found when he cut the oil filter apart. The filter medium was completely covered with PTFE. This directly contradicts the claims made by PTFE sellers. The PTFE particles are supposed to stay in suspension and pass through the oil filter. The screwdriver is pointing at a blob of PTFE in the anti-drainback valve. Also, note the speckling of PTFE chunks on the inside walls of the filter can.



The oil pump and crankshaft were the next parts to be disassembled. The bottom rod bearings didn't look badly worn but all the top bearings were worn into the copper underlining. This type of wear can only come from oil starvation. Once the PTFE plugged up the oil pump sump, it didn't take long for combustion forces to destroy the upper bearings.

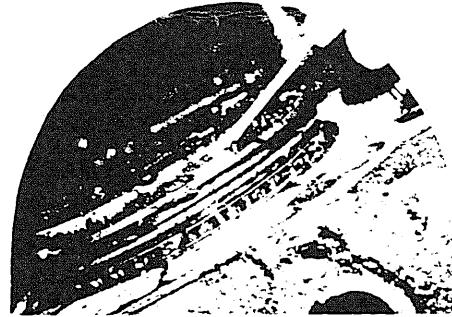


Next month: What to do to get PTFE out of your engine.

As the pistons slid out of their cylinder bores, John noticed something peculiar. The tops of the pistons were covered with flakes of something. When he felt one of the flakes, it felt like some kind of powder. It was PTFE! The pistons had a liberal coating of PTFE dried into powdery flakes all over them. Note the flakes in this photo.



Pulling the pistons revealed even more PTFE on the sides of the pistons above and between the ring lands. The PTFE was more moist than the dry powder found on top of the pistons. There was such an abundance of PTFE that the entire clearance between the rings and the cylinder walls was filled with it. As this piston was being removed from the cylinder, the edge of the screwdriver was held behind some of the PTFE on the top of the compression ring.



Debby is not the only person to have had a catastrophe with PTFE. An aircraft pilot was about to fly over a pass in Yellowstone National Park when the engine lost oil pressure. He turned around and began searching for a place to land. He found a mountain road about the time the engine seized up, throwing a rod.

Safely on the ground, he checked the engine for oil. It was full! Later, when he had the engine torn down and inspected, it was discovered the oil pump sump was completely clogged. He had treated the engine with a PTFE oil additive not long before the flight. Oil analysis samples from other pilots using PTFE oil additives showed a 10 to 20% increase in iron and aluminum in the oil.

Yet, PTFE oil merchants are allowed to continue hawking their snake oil to

unsuspecting consumers. But, why don't all their engines fail? Like the pilot, Debby's engine experienced extreme cold temperatures shortly after the PTFE was installed. The oil didn't become warm enough for the detergents to hold the PTFE in suspension. Wax crystals in the oil caused the PTFE powder to congeal and plug the sump.

Operating conditions are different for every engine. In most cases the oil filter removes most of the PTFE after a couple of oil changes. The remaining PTFE settles in the bottom of the oil pan and in the hollow places in the cylinder head. At best, it does nothing — remaining there for the life of the engine.

However, under some conditions, PTFE will cause engine damage. In extreme cold climates, PTFE powder can congeal and plug up the oil pump as in Debby's Cougar. Under most other conditions, PTFE builds up in the piston ring-land area and starves the cylinder walls of oil. It also builds up in the upper area of valve guides, causing increased valve guide and stem wear.

BMW recently ran controlled studies on the effect PTFE resins have on engine parts. Several of the most popular brands of PTFE were added to the oil for the test group. The control group did not receive the PTFE treatment. The results showed a significant increase in wear metals found in the oil samples from the PTFE treated engines. Teardown inspection found accelerated wear of the cylinder walls, pistons, camshafts and lifters.

But what about the PTFE merchants claim that the PTFE stays in suspension? Dennis Boggs, technical director for Phillips 66 says, "If a quality oil is purchased, there is no off-the-shelf additive that will improve on that quality. In fact, many supplements may react negatively with the oil formulation, often hindering the working action of the existing additive package...we found that some of the Teflon types don't stay in suspension."⁹

Remember Andy Granatelli selling STP oil treatment? Andy said that STP would reduce engine wear and improve gas mileage. Finally, the Federal Trade Commission (FTC) banned STP from making those wild and unsupported claims. STP is still found on the shelves in your local auto parts store. The PTFE merchants make the same claims as STP did. In fact, STP is even selling their own brand of PTFE resin. Yet, no one has ever demonstrated in a controlled study that PTFE powder produced any positive benefit.

While it is true that Teflon-coated gears can reduce wear in transmissions, Teflon powder doesn't coat anything. It must be chemically bonded to the metal using a special process.

Think about Teflon-coated frying pans for a moment. You can't use a metal spatula because it will scrape off the teflon coating. Teflon powder in an engine does nothing to improve lubrication, and in some cases actually accelerates engine wear.

How long will it take the FTC to ban false advertising about PTFE? Why isn't the EPA concerned about the toxic emissions produced by the combustion of PTFE resins? One thing is for sure, if the PTFE snake-oil salesmen were pushing PTFE as a tonic for improving your health, they would be out of business in a heartbeat!

Slick Testimonials

These quotes were taken from *Roundel*, they're not the ones you're used to hearing on T.V...

"I used Slick-50 in a [BMW] 2002 and it developed an oil leak. I have spoken to others who had the same experience. After talking with many engine rebuilders I believe that synthetic oil, changed on a regular basis is your best bet. In my opinion, Slick-50 is not so slick." - Frank Delbonis, Providence RI

"As a research engineer for a major oil company I can give some insight into the world of oil additive products. It is far too often that I receive inquiries about oil additives like Slick-50, STP, Wonder Oil and countless others and I'm tired of proud BMW owners being lead astray.

I will stay with Slick-50, since it is presently the hottest name in the oil additive market. Slick-50 is PTFE, Teflon, in a carrier fluid of conventional engine oil. Slick-50 claims to coat the internal engine mechanical components with PTFE and last for up to 50,000 miles. Well, it takes approximately 800°F. to make Teflon adhere to any metal surface and it is highly unlikely that a passenger car engine realizes temperatures that high. If it were possible to make PTFE stick to the internal parts it would readily be scraped off by the constant motion of the piston rings against the cylinder walls. Picture what a metal spatula does to a Teflon-coated frying pan. It

has also been shown that almost 75% of the teflon is filtered out after fifteen minutes running, which means that 75% of the \$30 or \$22.50 or whatever amount you paid for the product has just been thrown away.

Petrolon Inc., the makers of Slick-50, also claim great increases in horsepower, reduced engine wear, quicker starting times, reduced engine operating temperatures, smoother running and better fuel economy. From independent field test results it is easy to see that these claims have little credibility. In fact, fuel economy went up about a tenth and that was it. I could go on and on about all the "miracle" oil treatment products on the market but it would take too much typing.

All of the claims made by oil additive companies sound great to an eager consumer who will readily spend his or her hard-earned dollars in search of the ultimate oil additive. They are looking for a miracle product that simply does not exist. I will give credit to these additive companies because they do one thing very well: Make money.

So if you want to keep your engine running for many effortless miles,

change your oil and filter every 3000 miles with a quality API SG rated oil." -D.L.B. Houston TX
For more information on this subject, see N&B Vol III, #11.

FOR SALE

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High miles but well
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Present your Club membership card to these businesses and receive 10 to 45% discounts.

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WHO TO SEE FOR WHAT

Awards & Trophies	Kenny Fischer	743-1490
Car Shows	" " "	" "
Charitable Organizations	Brenda Jones	740-2096
Club Merchandise	Nellie Fischer	743-1490
Cruises	Steve Smith	530-3795
Membership	Don Smith	790-1211
NASCAR/Motorsports	Donna Seay	739-4800
Newsletter	Nellie Fischer	743-1490
Parades	Carroll Lipscombe	329-5901
Judging	Monte Evans	730-2864
" Co.	David Lythgoe	781-0105
Picnics/Partys	Nellie	743-1490
Program Speakers		
Publicity	Al Azzarone	359-3473
Refreshments/Door Prizes	Brenda Jones	740-2096
Scrapbook	Bonnie Fischer	276-3384
Sponsors		
Trivia	Monte Evans	730-2864

CVMC CLUB OFFICERS

	Home	Work
President ..Kenny Fischer	743-1490	794-0500
1st V.P.		
2nd V.P. Don Smith	790-1211	
Secretary..... Linda Cosier	271-2139	
Treasurer.... Gene Lopreste	794- 5248	
Nat'l Director.. Al Azzarone	359-3473	649-0566

1993 Directors

Sonny Coble	282-4932
Carroll Lipscombe	329-5901
Cheryl Kean	275-0771
David Lythgoe	781-0105
Donnie Nichols	
Steve Smith	530-3795
Mike Walker	



Coming Events

November

3 - Club Meeting at Richmond Ford at 7:30 pm

6 - Club Cruise to Bill's on Midlothian

December

1 - Club Meeting at Richmond Ford at 7:30 pm

5 - Club Cruise to

18 - Christmas Party 6:30 to 10:30 pm

Deadline for Next Issue : November 20



C.V.M.C.
P.O. BOX 35-474
RICHMOND, VA 23235-0474
(804) 730-7756



Please join us
Wednesday, November 3rd
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.