

Customer Testimonial



Monolec® GFS Engine Oil (8450)

Mike Buchanan Racing – Goddard, Kan. Custom Drag Racing Car with Small Block Engine



Scan here to
watch a video

- Extended oil drain intervals using oil analysis data
- Reduced wear to bearings, cam, and lifters
- Avoided costly engine part replacements and repairs
- Reduced methanol contamination in the oil

Customer Profile

Mike Buchanan Racing runs old school front engine drag cars, representing the Southwest Junior Fuel Association. One of Mike's first jobs was working at the drag strip east of Arkansas City, Kan. The owner of the strip had an old front engine dragster (FED) powered by an inline 6-cylinder GMC. This was the first car Mike drove down a drag strip at the age of 14! Mike raced drag cars for a few more years, selling his last race car in 1978 to pay his tuition for college. After a career as a paramedic working for the EMS, he retired in 2010 and bought his current drag car that he is still running today.

Application

- **Custom Drag Racing Car** – Named "Lou Anne" by former owners after Lou Anne Barton, an Austin, Texas-based blues singer
- **Chassis** – Produced in the mid '60s by Jim Davis, a former Top Fuel racer. Chassis has a 175-inch wheelbase.
- **Engine** – 406 small block
- **Rear End** – Ford (9-inch) with 4:56 gears
- **Transmission** – Powerglide
- **Horsepower** – 180 mph in less than 7.5 seconds at 9,000 rpm



Challenge

"As a car owner and driver, I used the same engine oil that everyone else used. I really never gave it a thought as to what or why," Mike said. "I needed dependable engine oil that would protect my engine through some of the some harshest driving conditions, while providing me peace of mind and keeping expensive engine wear at bay."

LE Solution

Scott Schwindaman, president and CEO of Lubrication Engineers, suggested that Mike have oil analysis done so that his engine wear characteristics could be examined. With those results in hand, LE Technical Services determined that Mike should use a thicker viscosity oil to protect the engine, especially the bearings.

LE recommended Monolec® GFS Engine Oil (8450) – an SAE 50 straight-grade engine oil formulated for extended drain service in on-road, off-road and marine diesel engines. It contains Monolec, LE's proprietary wear-reducing additive, which creates a single molecular lubricating film on metal surfaces, vastly increasing oil film strength without affecting clearances. Monolec allows opposing surfaces to slide by one another, greatly reducing friction, heat and wear.



Results

Mike Buchanan's racing team has been using LE engine oil, transmission fluid and gearbox oil in the rear end for two full seasons. They perform oil analysis after every race. The oil stays in viscosity, and they no longer see the damage to the bearing material, cam, and lifters that had been seen prior to the switch to LE.

Thanks to LE, Mike said they have been able to avoid additional costs when engine refreshing takes place. Rebuilding the transmission and refreshing the engine can cost \$4,000 and up, depending on the level of repairs and replacements.

Mike said that with the LE lubricants he can go two full weekends racing before changing the oil, previously he was changing them after every race, and he no longer sees the methanol contamination in the oil that was a problem when using the previous heavier weight competitor's oil.

Other LE Product Used

- Monolec® Power Fluid 7500 (7500)
- Monolec® Syn All-Climate Gear Lubricant (9920)
- Almamolym™ HD Grease (1488)

Thank you to Mike Buchanan, race car owner and driver, for providing the information used in this report.



Monolec® is a registered trademark and Almamolym™ is a trademark of Lubrication Engineers, Inc.

Based on actual user experience. Individual results may vary. Not intended to supersede manufacturer specifications.

SIC 7948
LI70885 8-14