

Racer541



Registered:

07/19/11

Posts: 2

Loc: Georgia

I've been a devout Lucas oil stabilizer user since 1999. I've been working on dirt race cars dating back to 1986 and the team I was with in 99' raced Dirt Super Late models. We used a well known professional builder and had been using the same builder for several years. How it came to be was we had just installed a newly rebuilt engine in the car and went to our local parts store for oil, filters and other essential parts. While we were checking out at the counter I started playing with the Lucas Oil display you crank by hand and watch the stabilizer cling to the gears. I asked the car owner what he thought and we bought a quart to try it out in the newly rebuilt engine. We ran the engine without incident, changed the oil at regular intervals and always used the Lucas Oil stabilizer until time for a new rebuild. We dropped the engine off at the builders shop and went back to the shop to do maintenance on the car and wait on the refreshed power plant.

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When we went back to pick up the engine the builder wanted to know what oil we'd been using... We told him we ran what he recommended only we had added the Lucas Oil stabilizer. Curious, we asked why? What he told us was, when he tore down the engine that the valve springs were exactly what he expected for the number of laps we'd run, but that the bottom end bearings showed very little wear, almost half as much as the expected norm. Now this was in a 750+HP Dirt Super Late model engine that see's 8,000+ RPM's on a weekly basis. After this I became a regular user in every vehicle I own, lawn equipment included and in the 12 years since I've never had an engine failure. Now I don't know how it works or why, but I'm sold on it.