

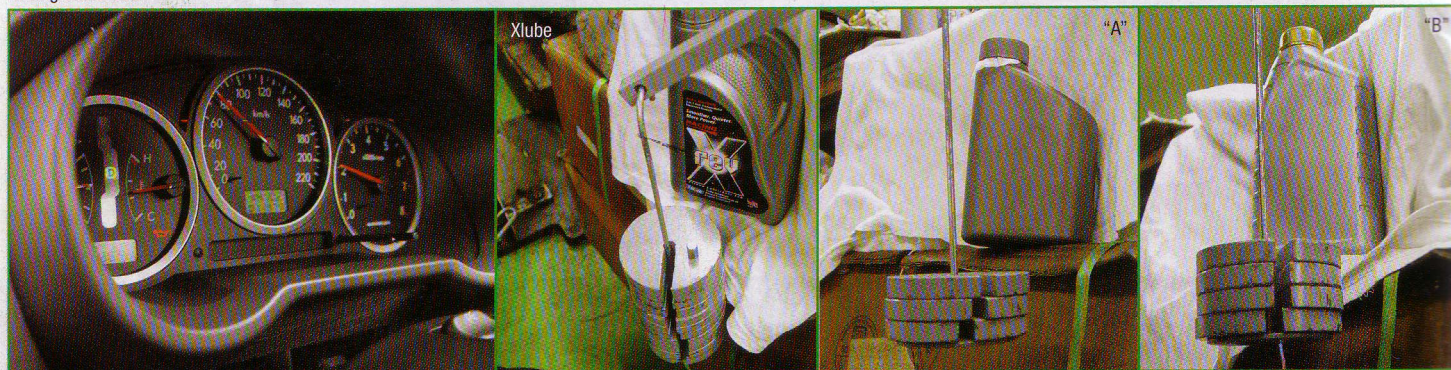
LUB YOUR CAR

AVID READERS OF OUR MAGAZINE WOULD REALIZE THAT, IN ADDITION TO THIS WRITER'S TERRIBLE COMMAND OF ENGLISH, WE REVIEWED LOTS OF ENGINE LUBRICANTS IN THE LAST ISSUE. HOWEVER THIS TIME, WE SET OUT TO FIND A BRAND OF LUBRICANT THAT PUTS UP A HARD FIGHT AGAINST THE CYNICAL CROWD.

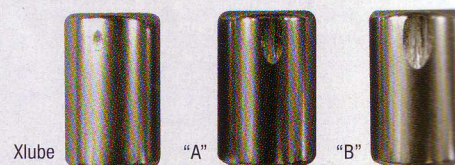
TEXT BY AMERY REUBEN



Driving without oil



Dip stick with no oil



Having said that, ALL lubricants performed well under racing conditions at the Sepang International circuit during one of the many track days that our writer regularly attends.

THE LUBRICITY TEST

Here we have a simple rotational induction machine that spins a central thimble. This thimble is then oiled up with the lubricant sample and made to rub against a small, cylindrical metal bearing. Loads in the form of individual 1.5 pound weights, will be presented to the shaft that holds this bearing which increases the load pressure on the spinning thimble. Eventually, the spinning thimble seizes up due to excessive friction.

First up is leading brand "A" (the small, grey bottle) – it didn't take long before it friction took its toll after adding 3 1.5 pound weights to the pivot. Leading brand "B" (the one with the golden coloured cap) fared slightly better, taking the brunt of an additional weight before the thimble stopped moving.

Now the amazing part – when we tried the Xrev, it just kept on going despite us loading ALL TWELVE 1.5 pound weights!!!

Scuff marks are seen on these metal bearings due to frictional forces when rubbing against the spinning thimble from oil brands "A" and "B", where as the bearing used to test Xrev stayed intact.

DYNO ANALYSIS AND THE "NO OIL" RUNNING ENGINE TEST

As if that wasn't enough, we took a Subaru Impreza, dyno-ed it with a fresh dose of its competitor lubricant, and then with the Xrev. The dyno test showed a torque gain of 20.4Nm and a horsepower gain of 6Hp with

a simple oil change to Xrev. Then, we drained Xrev out of its engine and ran the car around town for a full day!!! Stop start conditions, highway loads, hot and high situations – you name it we've done it.

Ok – we're stumped. We couldn't stand the curiosity in us any longer, so we approached the makers of Xrev and here's what they have to say about their engine oil...

SMOOTHER, QUIETER. MORE POWER.

We were fairly surprised to learn that this lubricant comes from a non oil producing company and hence, they do not have any self serving interest of selling oil.

It's a simple science – friction causes heat. If one could design an engine lubricant to be so efficient at reducing friction of the engine's internals, engine temperature would be lowered, and in turn, more horses would be set free.

It has a proprietary "Anti-Friction Metal Treatment" Formula and many, many different detergents, dispersants, buffers, solvents, corrosion inhibitors and emergency lubricants (the list really just goes on..) that help engines operate through the hottest and most humid conditions that prevail in this region.

Its formulation bonds with metal at a molecular level that forms a protective layer over every surface in the piston chamber, ensuring no metal to metal contact.

The lubricant that we tested was actually a 5W-30 Racing Formulation that has extra goodies built in, such as 50% extra Anti-Friction Metal Treatment additive and a "hi spec" fully synthetic base oil with Polyol Ester from the most expensive Group V class of oils.

Sold? I know we were. **H**