

THE TORONTO STAR
WHEELS

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Oil additive said to cut engine wear, aid mileage

Sticks to cylinder walls during critical start-up period

Q Would you comment on oil additives that coat and cling to the wear surfaces and won't run down even after the engine is shut off?

HURBHUNT
Sutton

Gary Webber, gwebber@ispnook.com asked a similar question:

Q You've written about the havoc that cold starts can wreak on an engine. Wouldn't this be a good argument for using Molyslip Oil Additive?

In Britain in the 1950s, as I recall, they ran an engine for 19,200 km—without any oil—after treating it with the product.

I once owned a Ford Pinto with a chronic oil leak. I used Molyslip, but

Auto Know

ERICLAI

sometimes forgot to top up the oil. On three occasions, the engine literally shuddered to a halt while driving. Each time, I simply added a gallon of oil and continued on—without any apparent ill effects.

I know some experts are against putting additives into an engine, particularly a fairly new one like my 1999 Plymouth Voyager minivan, but isn't this product an exception?

TEDRICKARD
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A I've written about Molyslip (see Product Shelf, Wheels, June 12 and July 24, 1999).

Molybdenum disulphide, the active ingredient in Molyslip, is a dry lubricant used extensively on industrial machinery in high heat and heavy load conditions. It's also found in pre-

mium automotive lubricants from many different manufacturers.

Bill Buchanan, an aviation safety inspector with Transport Canada at Pearson Airport, wrote in to say that molybdenum disulphide is also commonly used in aircraft lubricants and is indeed a severe-duty product.

Aircraft components, such as landing gear bearings, are chilled to as low as -65 C during flight. On landing, the bearings must instantaneously go from stationary to spinning at over 200 km/h, as the tires contact the runway. This demands a high-load lubricant effective in both extreme heat and cold. Apparently, molybdenum disulphide fits that bill.

Stephen Joyce, president of Molyslip Canada (www.molyslip.com) in Scarborough, says that oil additives should not be used on a new engine until after the manufacturer's stated break-in period (5,000 to 10,000 km) so the piston rings seat properly.

"But after that, Molyslip can really cut wear and even improve gas mile-

age," Joyce says. "Most engine wear occurs in the first 15 seconds after a dry start—before the oil is circulating properly. "Molyslip doesn't run off the cylinder walls, so it's there offering effective lubrication in those first few critical moments."

Q I recall you wrote a series of columns on police laser and radar about a year ago. Where can I get copies of these articles?

KENLINKKN
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A These and other often-requested past articles can now be found at www.consumersource.net (or at any public library carrying The Star).

Q On the subject of replacing corroded license plates (Auto Know, Dec. 30, 2000), the Ontario Ministry of Transportation told me that steel galvanized plates were superseded by aluminum ones in 1994 and rusting

should no longer be a problem.

The cost of exchanging my plates for new ones was only \$20. Why was the charge higher for the other reader?

LIONEL.MINX
Bath

A It's \$20 for a set of standard replacement plates (no choice of code), but the reader wanted to keep his old letter-and-number combination. The cost to reissue an old plate number on a new-style plate is \$212.60. It's essentially considered a personalized plate and carries the same fee. Replacing worn personalized and/or graphic plates costs \$30.70.

To ask an automotive question, contact Eric Lai at www.consumersource.net. Please include your full name and address. Questions may also be mailed to Auto Know, 350 Highway 7 East, Unit PH9, Richmond Hill, ON, L4B3N2.