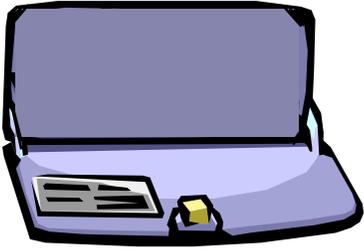


From the Glove Box



There were two previous questions in the Glove Box.

The first new one was from George Haley regarding why does his 6 volt flasher, flash fast? Discussion on this centered around the incorrect flasher. A table of turn signal problems and potential fixes is provided on page 8.

The second was from Donna Onat asking if it is a good idea to add a lead additive into our Chevys every 3rd tank to protect the engine in those cars that were built to use leaded gasoline.

In most cases, unleaded gasoline will not cause any problems when used in engines designed for leaded gasoline. Engineering studies indicated that lead in gasoline reduced risk of exhaust valve damage when an engine was operated under unusually stressful conditions. Stressful conditions include prolonged high speed, high temperature driving, high speed trailer towing, or carrying unusually heavy loads. Under these conditions, there is risk of exhaust valve recession. Extreme recession can lead to engine failure.

If the kind of driving you do with your older vehicle, built to run on leaded gasoline, is stressful, then using a supplemental lead substitute additive will minimize risk of recession. Normal driving does not require supplemental additives. If your car is designed to run on unleaded gasoline, or is labeled "unleaded gasoline only", there is no need for supplemental additive. In these cars, adding supplemental valve lubricant additive may damage emission control systems.

Keep the questions coming. We all learn from these discussions. You can e-mail your questions or solutions to Jim Farris at farrismej@aol.com Thanks for all of your contributions.

Jim Martoza for Jim Farris