



**Alan Nylander is an institution in Western Australian Motor sport, with over 30 years experience in all forms of Motor sport. You can bet that the knowledge & determination he used to carry his engines & racecars to many State Titles & 2 Australian Titles in one of Australia's toughest Speedway divisions, will translate to better performance from your street car. From mild to wild Alan knows how to get the best from your car.**

**AJN (Alan John Nylander) Race cars is a business that is devoted to building race cars, (mostly late model sedans). We build high quality rolling chassis, complete cars or just a chassis. These cars are hand built locally by myself at my workshop in Malaga, Western Australia.**

## **TEST REPORT ON MILITEC-1 METAL CONDITIONER**

**PURPOSE:** EVALUATE THE BENEFITS OF USING MILITEC-1 IN RACING ENGINES

### **TYPES OF ENGINE:**

**Engine # 1:** 410 cu in Chevy V8, 737 HP, 14/1 compression, Buick Dart Heads with Aviad 4 stage dry sump system, Barry Grant Demon 975cfm carburettor running on Methanol & a Bert race transmission. Winters quick change rear end enclosed tube.

**Engine # 2:** 360cu in Chevy, production alloy heads, Chevy bow tie intake – methanol, 13/1 compression, Millodon wet sump, Brinn racing transmission and Winters open tube rear end.

**Race Season      2003- 2004**

### **Race Division** Late Model Sedan

We competed in eleven Motoplex races and five country races.

At the end of the season I pulled the engines down. I found no measurable wear in the crankshaft or in the bore.

Generally, wear in these areas could be up to one thou' in the crank and up to one and a half thou' in the bores.

Both engines ran 10 deg f cooler



## Race Season 2004-2005

### **Race Division Late Model Sedan**

I ran both cars with Militec-1 Metal Conditioner in the engines, quick-change rear ends and hydraulics

The two engines continued to run 15 deg cooler.

Inspecting the engines at the end of season there was minimal wear on the crank and bore

### **Differential**

The Quick Change rear end was dosed once, at the beginning of the season, at a ratio of 30 mills of Militec-1 to 1 litre Fuchs 81/40 lube oil. The differential operating temperature reduced by 30 degs. At post season break down there was no discernable signs of wear. All bearings where in excellent condition.

### **Wheel Bearings**

Militec-1 grease was used on all wheel bearings. Usually the bearings are changed mid and end of the season, due to water contamination and harsh operating conditions. Pitting and corrosion are usually a big problem. With the use of Militec-1 grease we have not needed to change out wheel bearings mid season or at the end of season!

### **Hydraulic oil**

Militec-1 Metal conditioner was added at 17 mills per litre of hydraulic oil, to the power steering. This resulted in a significant reduction in operating temperature and better pump performance.

**“I could not be more impressed with Militec-1 Metal Conditioner”**

Alan Nylander