

Geoff Kendrick is well recognised as an institution in Australian Motor Sport and Sprint Boat racing.

He is a major manufacturer of racing engines for the Australian, New Zealand, Asian, American and European markets, while his excellence and determination in engineering and performance has seen his engines and race cars achieve many National and State titles

The following report on the effectiveness of Militec-1 Metal Conditioner and Militec Grease in Sprint cars, has been prepared by Geoff Kendrick, and is published by Friction Technology Pty. Ltd. with his approval:-

**PURPOSE:** TO EVALUATE THE BENEFITS OF USING MILITEC-1 IN SPRINT CARS

**TEST PERIOD:** Eight race meetings totalling 400 circuit laps

**ENGINE:** Kendrick High Port Sprint car engine

Militec-1 was added to the engine oil, Castrol Racing 60, at a mix ratio of 60 ml of Militec-1 to one litre of engine capacity. This reduced the engine operating temperature by 20° F.

The engine bearings showed no sign of “water-wear pitting” usually caused by the methanol combustion process. After eight meetings the engine is in extremely good condition.

The engine oil appeared cleaner and contained less wear particles.

**HYDRAULICS:** Militec-1 was added to the power steering fluid at a mix ratio of 17 ml Militec-1 to one litre of steering fluid, that reduced the steering fluid operating temperature by 30°F.

Previously, the steering fluid was burnt by the end of one meeting and needed to be changed. After the addition of Militec-1, identical steering fluid has remained in good condition for eight meetings.

Drivers have also commented on the steering feeling lighter.

**TORSION BARS.** The torsion bars were a big problem. After one meeting the grease would be dry, with risk of binding, resulting in bars having to be replaced halfway

through the season. After the application of Militec grease, the torsion bars are showing no sign of wear even in the high load areas. They will now last the whole season.

**CV JOINTS:**

The CV joints had been giving problems. After one meeting the grease would be burnt, while the bearing would be worn and need replacing.

Militec-1 metal conditioner was applied to the coupling and heated it to 140° F. We packed the CV joints with Militec grease that enabled them to operate for eight meetings without apparent wear, and without thermal difficulties occurring in the grease

**DIFFERENTIAL**

Militec was added to the differential lubricant, Castrol 85/140, at a mix ration of 30 ml Militec-1 to one litre of the Castrol oil.

This resulted in a 35° F reduction in operating temperature. Upon inspecting the differential assembly after eight meetings, there was no indication of wear. I can now extend the life of the differential lubricant from one meeting to three.

**Geoff Kendrick  
Kendrick Automotives**