

# Thunder Words



Sam and Louie's Parking Lot  
August 29, 2021

September 2021 ~ Volume 44, #9  
Dedicated to the 55, 56, & 57 Thunderbird  
Nebraskaland Thunderbird Club  
Chapter 65, Classic Thunderbird Club International

# LABOR DAY

## September 6, 2021



**Prez Says:** Another enjoyable and informative club activity in August. Many thanks to **Marty Bierman** for his excellent tech session about the fuel system from gas cap to carburetor. Marty pointed out nearly every fuel pump manufactured in the last 18 months is made in China and is defective. Consider yourself lucky if yours were made a few years ago. **Marty**, as always, does an excellent job covering his topics. Next month's activity is a tour of the Nebraska world famous tractor testing facility and museum on East campus in Lincoln. Nearly every tractor in the world is tested in Lincoln before it goes into production. Dinner and meeting will follow at Pizza Ranch on north 84<sup>th</sup>. **Jack and Kayla** are planning a scavenger hunt fall foliage tour for October. Instead of counting U.S. flags, windmills and barns, rumor has it we may be counting and identifying roadkill for big



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prizes. Believe it or not, we are closing in on our end-of-year annual meeting and holiday dinner. It will be held in Lincoln this year as we historically have alternated between the Omaha and Lincoln areas. We hope to see you in September. Remember it's not necessary you drive your bird to an event if it's not road ready. Come anyway!

### Rob Kinsey, President



Marty definitely has the member's total attention while he explains the fuel system's inner workings. Left to right Larry Smith, Marty, Rob Kinsey, Quentin Moeller, Bob Routh, and Bob Young. Not shown Tom Woodman, Jeff Brown, Don Indra, Jack Sanford

### James Martin Davis



Well-known Omaha defense attorney and Nebraskaland T-Bird Club member, **James Martin Davis** has died at the age of 75.

Family said **Davis** was in a court hearing in Tecumseh, Nebraska on Monday when he had a heart attack and was airlifted to Bryan East Medical Center.

He passed away Monday afternoon, August 30, 2021.

### Good News/Bad News

The Good News: **Ted Dimmitt** and **Fran Graser** long time members were married this summer.

The Bad News: **Ted** broke his leg. **Fran** says after **Ted** tripped over the driveway curb and was laying in the grass, she gave him an ultimatum that if he didn't marry her, she was going to just let him lie in the yard. **Ted** said being 90 years old, he had no choice. Congratulations to a wonderful couple!



## Minutes

The meeting was called to order August 29<sup>th</sup> at 1:10 PM at Sam and Louie's Italian Restaurant in Elkhorn, NE by President **Rob Kinsey** with 11 members in attendance. Phil Brown made a late appearance. Minutes from the June meeting were recognized and a motion and second to approve. Passed.

**Jeff Brown** gave a treasurer's report which was approved.

President **Kinsey** thanked **Marty** for a great tech session. (Secretary's note: I did not drive my birdie to the meeting so like some others when I got home, I opened the hood to see if, in fact, I had all of the proper pieces to my fuel system. I took a look at my sediment bowl setup and was surprised to some sort of alien equipment there. I guess the only positive about it was that it wasn't leaking. A trip to E-Bay and by next week I should have the proper prescribed equipment installed and I will again be allowed to open the hood in the presence of society.)



### Old Business:

Next month's meeting will be at the Nebraska Test Site tractor museum on September 26<sup>th</sup> at 3:00 PM. It is located at 134 Splinter Labs, 35<sup>th</sup> & E Campus Loop, Lincoln, NE. After the tour we will journey over to Pizza Ranch near Lexington and 84<sup>th</sup> for dinner and meeting. See page 8.

**Jack Sanford** gave an update on the attempts to have an outing at a drive-in movie. Sounds like that may have to wait for a future date. There is no new info on availability.

A fall tour to Nebraska City was mentioned as a possible event. More to follow.

### New Business:

The West Point Car Show is Sunday, Sept. 19<sup>th</sup> from 11 to 3. This is sponsored by Road Jems Car Club.

There were flyers for a Midwest Rollers cruise to honor Mr. Rod. This for Sept. 6<sup>th</sup> at noon.

The old Havelock car show was mentioned. The event has had to change and is now the Auto and Truck Show hosted by the Capitol City Ford and Mustang Club. This event is Sept 12<sup>th</sup> at the community college at 88<sup>th</sup> and "O" street. The show runs 8:00 to 4:00.

**Brag:** **Rob** shared information on the world's most expensive coin. **Rob** only had a picture of the 1933 gold double eagle. We presume the actual will be molded into the dash of his "baby blue".

**Marty** shared a congratulatory letter his grandson received from the Citadel, the military university that his grandson attends.

**Jeff** shared that he had finally won an award (Best restored vehicle) in a parade in Logan, Ia. Way to go, **Jeff**.

CHECK YOUR *NEWSLETTER* FOR ALL OF THE DETAILS ON UPCOMING EVENTS.

President **Rob Kinsey** adjourned the meeting at 1:29 PM.

Respectfully Submitted, **Quentin Moeller**, Secretary



## T-BIRD TECH TALK

By Martin Bierman

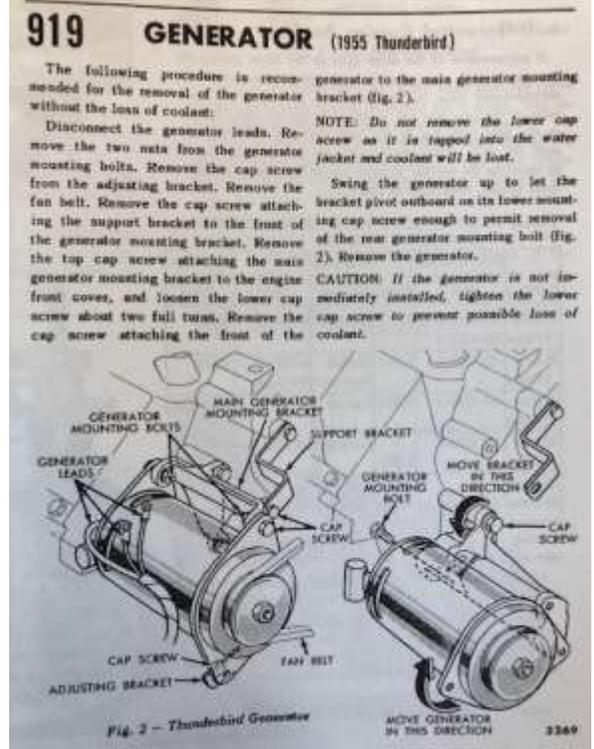
### “I got the generator blues”



Earlier this year I converted my Thunderbird Blue '55 from 6 volt to 12 volts. The 6 volt system was working fine but I wanted brighter tail lights and improved starting. In this process the generator needed to be replaced with a 12-volt version. The 6-volt generator was removed using a tip published by Ford in their service bulletins (see picture insert). The generator bracket to the block is attached with two bolts. The upper one does not enter the water jacket of the block but the lower one does. If one does not drain

the radiator below the level of that bolt, then removing it results in a stream of coolant from the block. The Ford tip avoids this and the need to drain the radiator. I then ordered a remanufactured 12-volt generator from AC Delco at a great price. The new generator required a T-Bird style pulley which was installed easily with a battery powered impact wrench. T-Bird generators have the armature stud lower on the rear plate in order to clear the cylinder head. I didn't want to use the rear plate of the 6-volt generator because I want to keep it intact. I bought an armature stud modification kit. However, the new generator's rear plate had GM style brush holders which prevented using my armature stud modification kit. This was easily solved since I had a new old stock plate with Ford style brush holders with new brushes. All that was needed now was to modify this plate to lower the armature stud location and replace it on the new generator. I had previously done this type of change several times, but I wanted the generator checked out, so I had a shop in Council Bluffs change the plate and check the generator. There are only two shops in the area that work on 1950's generators and starters and I chose the Council Bluffs shop because it was nearer. This turned out to be somewhat of a mistake. When I picked up the generator, I asked the owner if it checked out o.k. and he said "yep." I later found out the rear plate was installed 180 degrees from where it needed to be, and I now had to remove it and reinstall it in the correct location. This so far did not bode well for what was coming.

The new 12-volt generator install went quite well however when the generator was polarized using the correct instruction there was a much larger spark than I was used to seeing when doing this. Bad sign! However, I ignored it and completed the rest of the 12-volt conversion. When it came time to start the car and assess all the systems everything worked great except the generator. It would not charge, and the red idiot generator light was glowing red and laughing at me. I confirmed that there was no voltage output from the generator and prepared myself that it would need to be removed and taken to a repair shop. Once again, I followed the Ford service bulletin tip and removed it without spilling coolant all over the floor. This time I chose another shop to evaluate it, Fred's Auto Electric in Lincoln. Fred's is likely the only good generator and starter repair service in our area, and I was sorry I didn't use him in the beginning. On examination the generator had a very severe short in the field terminal. It turned out there was no insulation on the terminal, and it was shorting out on the case. This turned out to be an easy fix and Fred was very careful not to damage my shiny new black paint. When asked if he checked it out for charging, he said "Yes, and it is charging 30 amps just like it is supposed to." I took this as a good sign and was certainly a better answer than I got from the first shop. Now all I needed to do was to reinstall the generator and not get any coolant leaks. By this time, I could do this in my sleep. When the car was started the generator light was out and the voltage output was 13.5-14 at fast rev of the engine.



So, what lessons have I learned: 1) new parts don't always work (this has been proven many times before) 2) beware of a shop that answers "yep." 3) be prepared to do some things multiple times in this hobby. Sometime later, I will tell the story of the 12-volt Quartz clock conversion blues.



## CTCI NEWS

### Highlights of CTCI Video Board Meeting August 20, 2021

- The Board received an update from **Gaylan Abood** on the Investment Committee. The endowment funds have been moved and are now under the management of our investment advisor.
- President **Brian Carron** presented and led continued discussions about the Strategic Plan Elements with the Board. The Board approved the overall CTCI Strategic Plan Elements and Action Items.
- Vice President **Ed Benson** presented the Membership Committee's Strategic Plan. The plan including their strategies and 18-month operating plan. It gained Board approval.
- Region 1 Director **Darcy Knapp** gave an update on the "survey/lapse member offer". This is a continuation of the successful TEST DRIVE program utilized last year.

- During the Office Activity Report, **Garrett Shropshire**: \*\* Reported that we are continuing to gain new members, but we are still under last year's membership.
- \*\* Presented several items including a list of possible cost savings ideas. These ideas will be reviewed by affected committees and are tasked with making recommendations at the next Board Meeting.
- The Election Process was presented and approved by the Board
- \*\* There are at least 2 candidates for every open board position
- \*\* Below is the Election Schedule. We ask every Member to Vote!

### Election Schedule

#### **Date      Item**

8/1 COMPLETE: Last day to send in and/or correct your resume (300 words)

8/23 Cut-off date for Election. Member lists pulled on this date, member must be paid & active on this date to vote

8/24 Paper Ballot Files sent to printer/mailer

9/1 *The Early Bird* is released to members and includes candidate resumes

9/1 Paper Ballots are released to members who do not have e-mail addresses

9/1 Candidate Resumes are posted to the CTCI website

9/16 Candidate Resumes are sent to all members via "Constant Contact – Blast"

9/16 Electronic Ballots are distributed via "Opa-Vote" – Election Open

9/20 Suggested Date for Paper Ballots to be mailed back to CTCI Office

10/1 4:00 PM (Central) Election will be closed. Only Paper Ballots received will be counted (without regard to postmark date)

10/5 Election will be verified, and counts presented to CTCI Board President

10/8 Election results will be presented and documented at CTCI Board meeting

10/8 Individual candidates will be contacted as to final result of candidate's election

10/8 Election results will be posted and sent to all members in a Blast (Highlights of Board Meeting)

Next Board Meeting is set for September 10, 2021

On Behalf of the Board

Brian Carron, CTCI President



### 2022 CTCI DIRECTOR AT LARGE ELECTION

I, **Ross Woodman**, have had the good fortune to meet many of you at regional and international CTCI conventions over the past years and have attended many conventions since my first one in 1968. However, for those who do not know me well, or at all, I would like to take this opportunity to introduce myself and give you a little of my history with Thunderbirds and CTCI.

Thunderbirds have been a part of my family since 1966. While living in Anchorage, Alaska, I acquired my first 1955 Thunderbird.

I joined CTCI in 1966 (Member #673). On my way to a short tour with the Air Force, I managed to get to the 1968 CTCI convention in Tulsa, Oklahoma. I have attended over twenty conventions since then, have attained the level of Master Judge III, and am currently the CTCI Concours Judges Training Coordinator Chairman. I have been privileged to help with at least three CTCI conventions and have held the position of Chief Judge. During my time in Alaska, I was fortunate to serve my community as a member of the Anchorage Fire Department (AFD), promoting to the rank of Senior Captain and acting as Battalion Chief when required. While in the AFD, I coordinated an Alaska State Firefighter's convention, A Metro Fire Chief's convention, and a US Conference of Mayor's convention in Anchorage. I was also awarded the Alaska state commendation medal for a lifesaving event. While in Anchorage, I owned and operated a store specializing in 1955 thru 1957 Thunderbird parts. After retiring from

the AFD in 1986, I relocated to the Sacramento area and worked with the Sacramento Fire Department as a Senior Fire Prevention Officer for 15 years. Since relocating, I have been an active member of the Sacramento Classic Thunderbird Club. If

elected to the position of Director at Large, I will work to improve open, transparent communication with the members, increase membership engagement and participation in decision making, and work to provide support and enhanced benefits to CTCI members and chapters, nationally and internationally. By utilizing local and regional events, conventions, publications, and

online presence, CTCI can enlarge our impact to increase membership expertise and increase interest in restoring and maintaining our Classic Thunderbirds. Working together, we will bridge the past to the present to preserve the Classic Thunderbird heritage for future generations. Be sure to vote in the upcoming CTCI elections! Time is of the essence since voting

for the open positions will begin with the announcement and resumes in the Sept/Oct Early Bird, which should be mailed out on 9/1/2021. For those requiring paper ballots, they will be mailed out on 9/1/2021. Electronic ballots will be sent out via Opa-Vote on 9/16/2021. It is important to be aware that if you receive a paper ballot, it must be returned to CTCI by 4:00 PM

Central time on 10/1/2021, so check and make sure you receive your ballot and be sure to mail it early, no later than September 10th, to ensure it is delivered by the first of November. Postmarks do not count, and only ballots received by the appointed time will be counted. If you do not receive your paper ballot by 9/6, or electronic ballot on 9/16/21, be sure to notify

the CTCI office at 800-488-2709 to let them know. In addition to meeting with current board members, I look forward to working with the Director of Region 3, Cathy Stubbs, new Director of Region 1, Liz Robinson, and new Director of Region 5, Steve Clouser. Together we can set a successful course for the future of CTCI. I appreciate your consideration, and I look

forward to all comments, communications, and conversations on the important issues concerning the future of CTCI. Ross

Woodman CTCI #673 rosslw@juno.com (916) 691-6626 H (916) 768-3305

### [Calendar of Events for 2021](#) [Sign Up Sheet](#)

September 26<sup>th</sup> – **3:00 PM** – Larsen Tractor Museum Tour \_ Rob & Vicki

October 24<sup>th</sup> - Foliage Tour/Rally Run for Fun – time and place tbd\_ Jack & Kayla

November 20<sup>th</sup> Friendsgiving – Jan & Bob Sibal -Jeff Hoffman & Jim Lantz

December \_\_\_\_\_ Open\_\_\_\_\_

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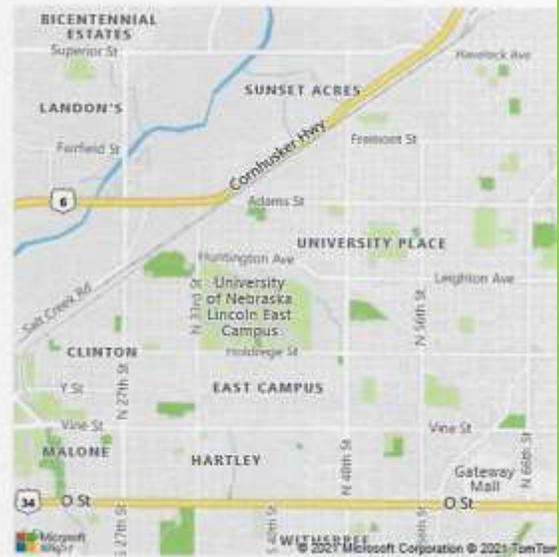


**Larsen Tractor Test and  
Power Museum**  
**September 26<sup>th</sup> – 3:00 PM**  
**35th Fair Street,  
Lincoln, Nebraska 68583**  
**Pizza Ranch Dinner/Meeting**



#### Notes

From Holdrege Street turn North at Valentino's onto East Campus Loop Road. Continue north and you will run into the tractor test track. The white building at the end of the track is the museum. The museum is just west of a huge smokestack. There is a small parking lot in front of the white building.  
Take Holdrege St. East to 84th and north to Pizza Ranch. 8420 Lexington Ave.



## Continuous Weekly and Monthly Summer Events.

**Tuesday's – Lincoln, NE** - Culver's, 14<sup>th</sup> Street and Old Cheney Road. May through October.

**Fourth Wednesday of the month – Lincoln, NE** – Cruis'n Classics Night at Don & Millie's, 5200S. 56<sup>th</sup> Street, 4-8 PM; January through November. Mention you're here for the Cruis'n Classics when ordering.

**Wednesdays – Omaha, NE** – Keystone Center, 7803 Military Ave., 5 PM to 9 PM April through September.

**Wednesdays – Fremont, NE** – Raising Canes Cruise Night, 1058 E 23<sup>rd</sup>., May 5 through September 29. 5:30 PM - 8 PM; Hosted by the Fremont Antique Car Club.

**Wednesdays – Omaha, NE** – Cruisers Bar and Grill Classic Car Show and Shine. 8634 F St., 5 PM; April 21 through October 27.



**Thursdays – Council Bluffs, IA** - Classic Car Cruise In, Quaker Steak & Lube, 3320 Mid-America Drive. All Summer May-September.

**Second Thursday of the Month – Norfolk, NE** – Sonic Drive-In, 1910 Market Lane, 5:30 PM – 8:30 PM; May through September.

**First Friday of the Month – Percival, IA**, Cruise Night at Sapp Brothers Truck Stop, 6 PM.

**Fridays – Lincoln, NE**, Culver's, North 27<sup>th</sup> Street, May through October.

**Third Friday of the Month – Auburn, NE**, Sonic, May through September. Hosted by Nemaha Valley Street Rods.

**Third Friday of the Month – Maryville, MO**, Burger King, North 71 near Walmart, 6 PM; April Through September.

**Fourth Fridays – Brownville, NE**, Main Street, 5: PM; April through October.

**Fourth Fridays – Gretna, NE**, Cruz Nite. We'll Smoke U BBQ, 11773 Highway 6: May through September.

**Saturdays – Omaha, NE**, Coffee Cruise Omaha, Hy-Vee parking lot, 156<sup>th</sup> Street and Maple Road, Omaha – 7:30am – 9:30am.

### Local September Car Shows

**Bennington, NE – 13<sup>th</sup> Annual Bennington All Car, Truck and Motorcycle Show** – 156 & Warehouse Streets. – September 5, 2021 - Entry Fee \$20.00 – registration 8 – 12 pm – Drivers meeting 11:15 am Awards 2:30 pm – Barry 402-493-0718

**Raymond, NE, - 8<sup>th</sup> Annual Cars and Crafts Show** – September 5, 2021 – James Arthur Vineyards, 2001 West Raymond Road – Registration 9 am – 3 pm - \$15 Preregistration – Tina 402-875-0988 – Day of show \$20 – Vendor contact Jeff Korbek 402-278-2951

**Omaha, NE – All American Car and Truck Show** – September 6, 2021 - CHI Health Center Lot D – Entry Fee \$15.00 – Registration 10 – 12 pm – Linda – 402-426-2951

**Omaha, NE – 4<sup>th</sup> Annual Midwest Foxfest Show and Shine** – 7811 Military Ave - September 11, 2021, Entry Fee not given – Registration 10 – 12 pm – Show 10 – 4 pm – Russell 402-604-1644

**Omaha, NE – APW Auto Value Show-n-Shine** – September 12, 2021 – 14675 Grove St. - (one block south of Industrial Road "L") - Entry Fee not listed – 11 -2 PM – Free Hot Dogs – Awards 2 PM – 402-691-0940

**Lincoln, NE – 40<sup>th</sup> Annual All Makes Car & Truck Show Speedway Motors** – New Location – Southeast Community College – 8800 "O" Street – September 12, 2021 – Entry fee \$30 – pre-registered \$20 – Registration 8 – 10 am – a judged show – Gary 402-430-6303

**Nebraska City, NE – Apple Jack Car Show** – September 19, 2021 – Downtown – Entry Fee \$20.00 – Registration 8 - 11 AM – Awards 3 PM – Larry – 402-873-2629

**West Point, NE – Car Show (formerly Last Fling till Spring)** – September 19, 2021 – Nielsen Center – Registration 8 – 11 am – Show 11 am – 3 pm – awards 3 pm - \$10 pre-registration until September 16<sup>th</sup> - \$15 day of show – All vehicles must be insured and drivable - Tim 402-380-7144

**Omaha, NE – Vintage Iron Fall Car Show** – September 26, 2021 – 2823 South 84<sup>th</sup> St. Omaha – Pre-Registration \$15 see Jim 402-593-8506 – Registration, day of show \$20 – Registration 9 -11:30 am – Awards 3 pm.



## *Nebraskaland Thunderbird Club*

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“ThunderWords” is the official publication of the Nebraskaland Thunderbird Club, Chapter 65 of Classic Thunderbird Club International. Annual dues are \$15, payable to Nebraskaland Thunderbird Club care of Jeff Brown, Treasurer, 7225 S 103<sup>rd</sup> ST, LaVista, NE 68128.



Nebraskaland Club Logos. 2X3½ inch patch can be sewn or glued on with fabric glue. Looks great on shirts, caps, and jackets. Contact Jack at 402-392-1350 [jesanford@cox.net](mailto:jesanford@cox.net)

### The Member Profile

feature needs your help. Send your story to Jack at [jesanford@cox.net](mailto:jesanford@cox.net).

Article taken from Northern Utah Mustang Owners Association (NUMOA) August 2021 Pony Tales

## **BRAKE FLUID DIFFERENCES EXPLAINED**

Over the past few years, we have been writing about motor oils and lubrications that are essential to the operation of your cars and trucks. This month, I am going to write about an essential part of your vehicle that many times gets looked over and then causes problems, sometimes severe problems.

A brake system on your vehicle can be the difference of having a great ride to remember and not having a ride to remember at all.

Here are some tips and a little background on your braking system, how it functions and how the fluid used is so important.

### **Brake fluid classifications**

The U.S. Department of Transportation (DOT) classifies brake fluid into four main categories:

- DOT 3
- DOT4
- DOT 5
- DOT5.1

Sorting through the different categories and understanding the applications for which they're recommended can be confusing. In this article, I will attempt to provide the info you can use to confidently get the right product you will need.



## Brake fluid differences

The primary differences between the categories of brake fluid are...

- Wet boiling point
- Dry boiling point
- Fluid composition

## What is “boiling” point?

The brake fluids’ boiling point is its most important characteristic. It indicates the temperature at which the brake fluid vaporizes. The higher the DOT classification, the higher the boiling point (see Classifications), the better the fluid is resisting heat, which is vital to safety and performance.

Braking generates intense heat between the brake pads and rotors. The heat can vaporize the brake fluid, causing it to become compressible, which leads to a spongy feeling when you apply the brakes.

## Brake fade reduces performance

It also leaves gas in the brake lines, which is also compressible, leading to a soft pedal. In racing and performance-driving circles, this is known as brake fade, and it’s something drivers want to avoid. To drive as effectively and safely as possible, the driver must be confident that the brakes will perform on lap 10 as they did on lap one.

Brake fade can also come from the brake pad/rotor interface. The pads release gasses, which reduce contact between the pads and rotors. High-end rotors are slotted and drilled to release gasses quicker, limiting fade.

## Brake fade isn’t just for racers

Brake fade can also occur in nonperformance applications. For example, descending a steep hill, especially when hauling a heavy load or towing a trailer, can generate tremendous heat if you ride or pump the brakes.

By the time you reach the bottom, your pedal may go nearly to the floor. Likewise, taking a spirited drive on a winding road can also invite fade if you are a little too aggressive on the brake pedal.

## What’s the difference between the fluid’s wet and dry boiling points?

The dry boiling point is determined using fresh fluid straight from the new container. The fluid’s wet boiling point is determined using fluid that’s been contaminated with 3.7 percent water, thus it’s always lower than the dry boiling point.

The fluid’s wet boiling point is a more accurate reflection of what happens in the real world.

Brake fluid is hygroscopic, meaning it absorbs water (except silicone-based DOT 5 brake fluid). DOT 3 fluid, for example, can absorb up to two percent water each year. Moisture can enter the system when you remove the reservoir cap to add fluid, through worn seals and even through the rubber brake lines themselves. Thus, the fluid’s wet boiling point is the number that more accurately represents what’s really going on in your vehicle.

Since brake fluid can wear out, it’s vital you change it periodically. Otherwise, not only will your brakes become spongy and unsafe, but the moisture will also slowly corrode metal components.

A good rule of thumb is to change the brake fluid every other year in passenger vehicles, and at least every year in racing vehicles. The AAA says 88 percent of motorists overlook brake maintenance, so either see me or your trusted mechanic and get your brake fluid replaced.

## General recommendations



Each category of brake fluid is typically recommended for specific applications. The following provides guidelines as to the correct fluid you should be using for your application. If you have questions about which is right for your vehicle, then again, call me or Mustang Doug or your favorite mechanic to ensure the correct brake fluid.

- **DOT 3** is the most common type of brake fluid used in cars and trucks today and provides excellent all-around performance for most applications. It is compatible with DOT 4 and DOT 5.1.
- **DOT 4** is gaining popularity due to widespread use of anti-lock braking systems and traction control, which benefit from its lower viscosity. It's also excellent for racing applications. DOT 4 is compatible with DOT 3 and DOT 5.1.
- **DOT 5** brake fluid is silicone, meaning it doesn't absorb water. It's **not compatible** with the other brake fluids and is used mostly in classic cars that remain in storage for long periods and need brake fluid that doesn't absorb water.
- **DOT 5.1** is used in high-performance and heavy-duty applications due to its high boiling point. It's compatible with DOT 3 and DOT 4 fluid.

AMSOIL formulates two different brake fluids for passenger car/light truck and racing applications. Their synthetic formulations and premium additives deliver excellent braking performance while fighting corrosion for long brake-system life.

I hope this article has helped you to understand why braking systems in our vehicles are so important to keep maintained and performing well.

Until next time, keep on Stang'n down the road!

Al Roberts

