

# Grease Your Rotor(s)!!!

By Brent Kiser

**Want your car to go really fast?** Well, here is a secret I've recently learned from a well-seasoned gearhead who makes a living at making things go faster. This truly is a secret, so if you read this, please don't repeat it to any other gearheads -- especially the MG type! If you do, well then my cousin Vinney with his violin will have to visit. Understand? If you are one of those traitors who owns both a really great Triumph and an mg (notice the lower case mg) then stop reading Keith and Dan and any other traitor!

Grease your rotor..... Yes, that's what you read. Grease your rotor.

Not just any grease on your rotor. It's a grease that not only reduces the friction on the rotor, but also decreases the kinetic and potential energy! What's that you say!?! A special chemical, gel or fluid that decreases the energy transfer from a rotor to your vehicle and reduces friction. Yes, in addition to all of this, it also prevents moisture absorption and corrosion.

For all of us who want to go fast, it is a well-known fact that friction and negative kinetic and/or potential energy is a real bummer. Well get rid of it and prevent these fine vehicles from rusting.

What the heck is this Hoosier (I'm a Hoosier in case you didn't know) talking about? Well, I recently learned that it is very common for a distributor rotor (did you think I was talking about a brake rotor?) to leak the spark to ground. Just ask Larry Berg if you don't believe me. He was VOR (vehicle off road) one fine fall color tour day due to secondary ignition leakage through the distributor rotor.

The solution? Apply dielectric grease between the distributor shaft and rotor. The dielectric grease insulates the secondary voltage from the distributor shaft. Per my source, the leakage from the rotor to the distributor shaft occurs on ALL, yes, every single one, British cars. To date, this experienced mechanic has yet to find a rotor that does not leak the secondary voltage. ALL, yes ALL rotors leak between 10,000 to 15,000 volts reducing the secondary voltage from the coil to the spark plug from 35,000 to less than 20,000. Man, what a bummer when you are trying to enjoy the limited Minnesota summer. Just shocking, truly shocking!!

Well guys and gals, go forth and grease your rotors to get 100% of the spark to your plugs that you deserve! You will be amazed at the improved starting and better performance.