

NAYLOR CAR CLUB

metallic ash in the combustion chamber of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinking. In older engines where carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will 'wash' traces of carbon from seals and gaskets, revealing oil leaks.

**Inadequate anti-oxidant* and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.

**Inadequate corrosion inhibitors* and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

**Inadequate dispersing* results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge that will block filters and oil ways.

**Inadequate pour point depressant* and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

For older vehicles; veteran, vintage and classic, use an oil of the correct viscosity as recommended by the vehicle manufacturer and shown in your vehicle's handbook. Where your vehicle requires a specific viscosity such as 30, 40, 50, and 20w-50, avoid using inappropriate low viscosity engine lubricants designed for modern vehicles such as 0w, 5w, 10w, 15w. Castrol's vehicles lubrication records date back beyond the turn of the last century, detailing lubricant specifications for engine oils, gear oil and greases right through to today's classics, so to find out which Castrol grade is right for a vehicle, owners can simply refer to their vehicle handbook and select that grade from Castrol's Classic range. Castrol's Classic engine oils XL30, XXL40, GP50 and XL20w-50 are formulated to the original viscosities and contain the necessary levels of ZDPP ant-wear additive to provide appropriate protection for veteran, vintage and classic engines. The range is available throughout the UK via leading car specialists. For further information either telephone the Castrol Classic helpdesk on 01954 231668 or visit www.castrol.com/uk/classics

Editorial comment:-As some members do not have the handbooks in the black plastic case that were supplied

KEY TO RECOMMENDED LUBRICANTS AND FLUIDS

COMPONENTS	ENGINE			GEARBOX AND REAR AXLE		WHEEL HUBS	GREASE NIPPLES	CABLE JOINTS	OILCAN	ANTI-FREEZE	BRAKE FLUID
	TROPICAL Down to 32°F/0°C	EXTREME COLD 32°F - 10°F 0° - -12°C	ARCTIC Constantly below 10°/-12°C	TROPICAL and EXTREME COLD	ARCTIC	ALL	ALL	ALL	ALL	EXTREME COLD and ARCTIC	ALL
MATERIAL TYPE OR SPECIFICATION	SAE 20/50 20/40	SAE 10/50 10/40 10/30	SAE 5/40 5/30 5/20	EP80 HD90	EP80 HD90	LITHIUM GREASE Consistency No. 2		SAE 10	ETHYLENE GLYCOL with NON- PHOSPHATE INHIBITOR	UNIPART UNIVERSAL Min. boiling point 500°F (260°C)	
INTERNATIONAL MINIMUMS	BLS OL902 or API/SE/SF/CC or MIL-L-4615E			MIL-L-2105 B/C		NLG 1		NONE	FMV SS 116 Dot 3 or SAE J1703		
ESSO	Esso Superlube			Esso Gear Oil		Multipurpose H					
MOBIL	Mobil Super			Mobilube HD		Mobilgrease MP or MS					
B.P.	Super Visco-Static			Hypogear EP		Energrease L2					
SHELL	Shell Super			Spirax HD		Retinax A					
TEXACO	Havoline			Multigear EP		Marfak Allpurpose					
PETROFINA	Fina Supergrade			Pentonic XP		Fina Marson HTL 2					
CASTROL	GTX or Castrolite			Hypoy B		Castrol LM					
DUCKHAMS	Duckhams Q			Hypoid 90S		LB 10 Grease					