

### Update on the Right Oil for Your Classic or Muscle Car (February 2008)

In the Winter issue of *The Avanti* magazine, (And on-line at <http://systems-engineering-associates.com/avocation> ) we had an article how to choose oil for your Studebaker. As you would expect, due to changing market demand and evolving standards, oil formulas are continually changing. This creates issues for those of us with automobiles that still need the older formulations.

Luckily, there already was a push by the trucking industry for more “zinc” additives, and this apparently has been met with more product choices. Table below is from the original article and has been updated with data available as of the copyright date. (additions are in green) Surprisingly, there have been no deletions, yet. Do comparison shopping, there are some real bargains out there.

Caution! There are extremely overpriced oils being hawked as “Classic” or “Collector”. Finally, with all the reasonably priced mainline oils available, I see no point in additives, especially “Zinc”

Caution, this information is likely meaningless  
without previously reading the Avanti Magazine Article

Clarification: The way I think: **“Satisfactory” + “Cheapest” = BEST**,  
unless you abuse your engine with wildly extended oil change intervals.

#### “Dino” (CI-4plus, 15w-40, unless otherwise stated)

- ✓ Best: Cummins/Valvoline Premium Blue Classic, Pennzoil Long Life, Chevron Delo 400 (not “LE”), Kendall Super D 3, 76 Guardol QLT
- ✓ Good: NAPA Universal Fleet Plus, Caterpillar DEO, John Deere Plus-50, Lucas 15/40 Magnum, Shell Rotella T 15W-40 CJ-4
- ✓ Satisfactory: Castrol GTX Diesel, Motorcraft Super Duty, Pilot Premium HD

#### “Synthetic” (CI-4/Plus, 5w-40, unless otherwise stated)

- ✓ Best: Shell Rotella T Synthetic, Cummins/Valvoline Premium Blue Syn Classic, Red Line Diesel Synthetic, Mobile 1 “silver cap” 15w50, Mobile 1 “red cap” 15w50  
Extended Performance,

#### “Semi-Synthetic”

- ✓ Best: John Deere 0w-40 Semi-Synthetic

#### “Others”

- ✓ Good: Redline SM? 5w-40, Schaeffers 9000 5w/40 synthetic, Lubrication Engineers 10W-30 CJ-4/SM HDEO,

#### “Over Priced and Not recommended”

1. “Classic Motor Oil” manufacturer refuses to provide data to back up claims.
2. “Zinc Oil Additives”. Manufacturer refuses to provide data to back up claims.
3. “Racing” Motor Oils. All that I have data on have high anti-wear additives but low longevity (TBN/TAN) additives. Probably excellent for racing, possibly bad for normal driving with normal oil change intervals.