

# **PENRITE** **OIL-**

**Available in Canada exclusively through:**

**Sports Car Centre  
Edmonton, AB**

**PRODUCT LISTING**

**January 2008**



## PRODUCT LISTING – January 2008

Sports Car Centre offers a complete range of Penrite Oils and lubricants for classic, veteran and vintage cars and motorcycles, specifically formulated to meet original requirements but utilising the very best of modern technology.

Modern lubricants do not necessarily suit older vehicles. They often too thin and the additive 'packages' employed have been chosen to suit today's advanced engineering and materials, not those employed in the design and manufacture of the vehicles of earlier years.

Penrite oils are blended from high quality base stocks combined with selected additives to give the best possible performance. Increased engine protection, high oil pressure and reduced consumption, plus avoidance of 'gumming' and sludge deposits result.

The Penrite philosophy of meeting original requirements using modern technology extends across a wide range of lubricants – from engine oils for vehicles of all ages, to various transmission and steering box oils, to specially formulated chassis greases for veterans.

Founded in Australia in 1926, Penrite has a wealth of experience behind its products. After all, the company was lubricating many classics when they were new!

**Zinc in Engine oil, see [www.penriteoil.com](http://www.penriteoil.com) click USA**

In 2008, we formed an alliance with Penrite to become the Canada Distributor, allowing us to offer these fine lubricants to our equally fine customers.

# CLASSIC OILS FOR CLASSIC VEHICLES

## **• CLASSIC HPR RANGE**

### **-Classic HPR 30**

An SAE 20W-60 oil which replaces SAE 30 and 20W-50. A mineral oil formulated for most post-war classics, particularly high performance vehicles such as MG, Porsche, Jaguar and Triumph. Suitable for cars running six volt electric systems, where starter motor cranking speeds require an engine to turn over with minimal drag.

**1 litre LUB046 \$12.00    5 litre LUB049 \$45.00**

### **-Classic HPR 40**

A 25W-70 oil replacing SAE40. Formulated for many 1950's to 1979 car engines and many post-war motor cycles. Contains a complete additive pack and, due to the quality of its components, will provide improvements in hot oil pressure and oil consumption compared to lighter grades.

**1 litre LUB047 \$12.00    5 litre LUB050 \$45.00**

### **-Classic HPR 50**

A special 40-70 multigrade oil, ideal in engines which called for an SAE 50 monograde, or where Castor Oil was originally recommended. Ideal for both cars and motor cycles using ball and roller bearings.

**1 litre LUB048 \$13.00    5 litre LUB051 \$50.00**

### **-Classic 20W-50**

Designed specifically for vehicles from the 1960's and 70's. Like the original 20W-50's of the 1960's, Classic 20W-50 is a full-bodied, heavy duty oil giving excellent film strength under load and resists loss of viscosity when used in combined engine/gearbox applications.

**5 litre LUB045 \$45.00**

## **• SHELSLEY RANGE**

A range of low detergent engine oils intended for vehicles manufactured between 1920 and 1950. The oil contains additional corrosion inhibitor to protect against rust and corrosion during lay-up over non-use periods. Three grades comprise the range:

### **- Shelsley Light 30**

For vehicles originally specifying a Light Grade Oil or an SAE 20 or 30.

**1 litre LUB040 \$12.00    5 litre LUB043 \$45.00**

### **- Shelsley Medium 40**

For vehicles originally specifying a Medium Grade Oil or an SAE 40.

1 litre LUB041 \$12.00    5 litre LUB036 \$45.00

### **- Shelsley Heavy 50**

For vehicles originally specifying a Heavy Grade Oil or an SAE 50.

1 litre LUB042 \$13.00    5 litre LUB044 \$50.00

## **• HERITAGE RANGE**

In grades **LTM** (Light to Medium) and **MTH** (Medium to Heavy) for early lubrication requirements such as total loss, wick feed, mechanical and early pressure fed systems up to 1920. For Veteran and Edwardian cars, stationary engines and agricultural machinery.

Both grades contain additives to give extra adherence of the oil to engine parts when the engine is shut down and to protect against corrosion and rust when the engine is laid-up over the winter or for longer periods.

LTM    5 litre LUB112 \$45.00    MTH    5 litre LUB113 \$52.00

## **• TRANSOIL RANGE**

These 'straight' or non-additive treated oils are suitable for use in straight bevel, spiral bevel or worm gears. The choice of viscosity is very much affected by individual design requirements. For most gearboxes, the lighter the oil, the easier the change.

### **- Transoil 90**

Suitable for gearboxes and rear axles of small and medium sized vehicles from the 20's and 30's. Recommended also for Luvax shock absorbers.

litre 1 litre LUB029 \$12.00    5 LUB037 \$45.00

### **- Transoil 140**

The equivalent of what was called 120, 140 and 160 grade. For gearboxes and axles of medium to large size 20's and 30's cars.

1 litre LUB030 \$12.00    5 litre LUB038 \$45.00

### **- Transoil 250**

The heaviest of gear oils equivalent to what was known as 600W or 'Steam Cylinder Oil'. Ideal for veteran and Edwardian rear axles, or where a gearbox may require thick oil.

1 litre LUB031 \$13.00    5 litre LUB011 \$50.00

## **• GEARBOX OIL RANGE**

For use where oils of 30 and 40 SAE rating were originally recommended. Suitable for older boxes of either straight cut, synchromesh, epicyclic design, or for overdrives (such as Laycock), both oils contain no EP additives which can cause serious damage to gearboxes containing yellow metals, or friction modifiers which can cause slipping in overdrives and pre-selector gearboxes.

### **- Gearbox Oil 30**

Replaces SAE 30 and 20W-50.

1 litre LUB052 \$12.00    5 litre LUB053 \$45.00

### **- Gearbox Oil 40**

Replaces SAE 40.

1 litre LUB054 \$12.00    5 litre LUB055 \$45.00

### **- Mild EP**

An SAE 90/140 grade gear oil suitable for use in bevel, worm and pre-1960 hypoid gears. Rated GL-4 this gear oil does not possess the additive package found in later GL-5 gear oils which should not be used in veteran and vintage vehicles as the additive packages in these oils can attack metals such as bronze, brass and copper. Also suitable for many manual gear boxes.

1 litre LUB116 \$15.00    5 litre LUB117 \$52.00

## **• STOCKED SPECIALTY OILS**

### **- Running In Oil**

Running in Oil is designed to promote and control the bedding in process of newly rebuilt engines. It should be used for the first 300 miles and then replaced with the appropriate grade of HPR or Classic HPR oil.

1 litre LUB110 \$12.00    5 litre LUB111 \$45.00

### **-Hypoid 80W-90**

Suitable for most post-1960 hypoid and spiral bevel gear sets where SAE 80, SAE 90 or SAE 80W-90 was specified. Meets requirements of API GL-5.

5 litre LUB039 \$52.00

### **-Limslip 85W-140**

Formulated especially for vehicles where high off-set hypoid gear sets are used in combination with limited slip or spin resistant devices. Ideal for cars fitted with Salisbury and similar limited slip differentials including Jaguar and Aston Martin. Meets requirements of API GL-5 and GL-6.

**5 litre LUB126 \$60.00**

**- Engine oil, Semi-Synthetic HPR15w/60**

**1 litre**

**LUB127 \$12.00 5 litre LUB128 \$50.00**

**- Steering Box Lube**

A self-levelling, high viscosity lubricant containing non-corrosive extreme pressure additives. Ideal for veteran and vintage steering boxes. Not recommended for rack and pinion steering.

**500 ml LUB009 \$14.60**

**- SU Dashpot Carburettor Oil SU Dashpot** is for use in pre-1940 SU carburettors which do not incorporate a damper in the dashpot assembly.

**125 ml LUB032 \$7.00**

**- SU Damper Carburettor Oil SU Damper** is for post-1940 SU and Stromberg carburettors incorporating a damper in the dashpot assembly.

**125 ml LUB059 \$7.00**

**- Shocker Oil 1**

For most single and double acting shock absorbers, including lever arm. Ideal for Jackall systems.

**500 ml LUB114 \$14.60**

**- Shocker Oil 2**

A heavier grade to increase the damping rate or to suit non piston type shock absorbers. Ideal for competition use.

**500 ml LUB115 \$14.60**

**- ATF Synthetic ATF DX-II**

New generation synthetic automatic transmission fluid suitable for all automatics in GM vehicles and those of many American and European manufacturers requiring a synthetic fluid. Highly recommended for vehicles frequently involved in heavy load towing operations and in heavy-duty transmissions.

***MERCON<sup>®</sup>-V, Ford M2C 202B, DEXRON<sup>®</sup>-IIIH, Allison C-4/TES-295, MB236.1, Chrysler MS 9602***

Use in automatic transmissions and power steering systems which originally specified the use of Automatic Transmission Fluid Type A Suffix A, or DEXRON<sup>®</sup>, DEXRON<sup>®</sup>-II.

**1 litre LUB118 \$12.00**

## **• GREASES**

### **- Water Pump Grease**

Specially made for water pumps which require regular greasing.

**50g LUB028 \$8.00**

### **-Cam Assembly Lube**

For lubricating engine components during assembly – not for use on pistons or in the ring area.

**125 ml LUB119 \$12.00**

### **- Semi Fluid Grease**

A self-levelling grease, ideal for certain veteran transmissions and Burman motor cycle gearboxes as well as Land Rover swivel hubs.

**500 ml LUB027 \$14.60**

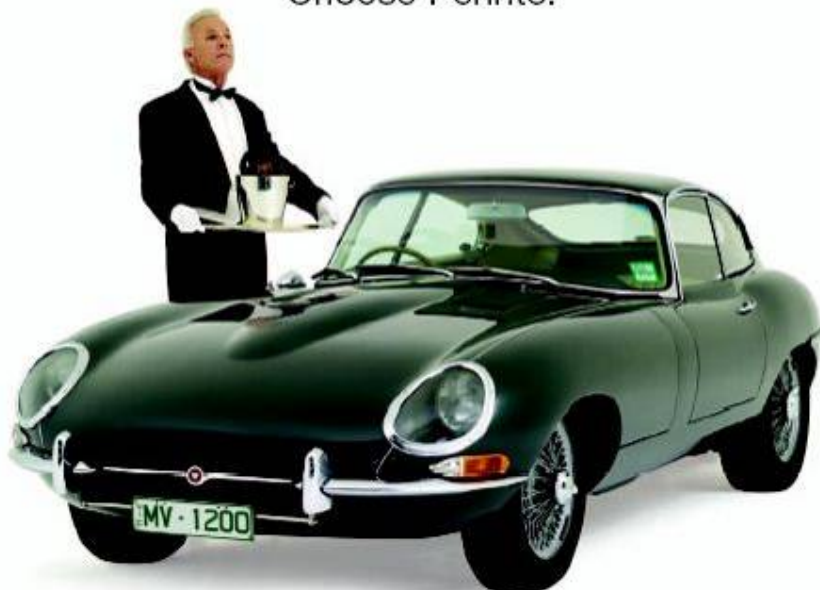
### **- Graphite Grease**

Suitable for general lubrication work, being highly water resistant. Recommended for shackle and spring leaf lubrication.

**1 litre LUB056 \$12.00**

Life's too short to compromise.

Choose Penrite.



# **Sports Car Centre**

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Please note that some products in this guide are not currently in stock. Please contact us if you are interested in obtaining them.