

**Wheels:** *Dave P. writes by e-mail: "I have a 1965 GTO that sat dormant since the mid 80's until this past summer. It has a 389 tri-power engine with 10.75 to 1 compression. What type of oil would you recommend? The car has 58,000 original miles. Note: "Back in the day, I used SAE 20W-50 Valvoline racing oil." Do you have any information regarding the availability of high octane gas? Is there anything like Sunoco 260 available today? I am currently adding Octane boost to 93 Octane pump gas. Thanks."*

**Halderman:** Thanks for writing. The oil issue is more than what viscosity to use (SAE rating) although that is important. Older vehicles (before about 1990) used flat bottom valve lifters and these require that a certain level of zinc additive be included in the oil. However, zinc can harm catalytic converters and as a result, the levels in oil today are not high enough for these older engines, especially if you had the engine recently overhauled and the parts are being broken in. Use racing oil or diesel oil such as Shell Rottella T. This oil, the last I read, had about 1200 parts per million (PPM) of zinc compared to less than 800 PPM in newer oils. Of course even diesel engines now use a catalytic converter and therefore even diesel engine oil has less zinc than in the past.

I suggest that you use a good quality oil of the specified viscosity (usually SAE 10W-30) and then purchase a can of zinc additive. While this additive does add to the cost (about \$10.00 for the additive), you will know that the engine is getting enough of the anti-wear additive needed for your engine. Newer engines use roller lifters and do not require the higher zinc levels.

Regarding the gasoline, you can use premium (91+ octane rating) as the octane rating method has changed from what you remember in the old days.

