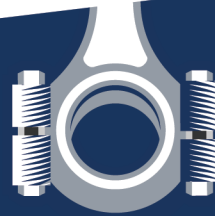


# CLASSIC RANGE



*Millers Oils*



## OIL & FUEL TREATMENTS

FOR CLASSIC, VINTAGE AND CLASSIC SPORT CARS

PROUDLY ENGINEERED IN **BRIGHOUSE, YORKSHIRE**

SINCE 1887



“*The quality of my oil will be rigidly adhered to*”

- John W Miller 1889

## *Introduction by Andrew Miller m.b.e.*

**In 1887, my great Grandfather, John W. Miller purchased what has today become Millers Oils. In 1889 he wrote to all his customers to thank them for past favours and stated that “The quality of my oil will be rigidly adhered to.”**

Today, three generations and some 130 years later, as a member of the Miller family still with an active involvement in the business, I believe it is incumbent on me to ensure that this burning passion for quality and innovation is still the mantra that underpins all we do within our business. We have no particular interest in being the biggest, rather a driving obsession in being the best.

Regarding our new portfolio of classic oils, Millers Oils has over the years meticulously retained a very specific expertise in ensuring that our products not only meet but also exceed the lubrication needs of your treasured classic car and this is wholly reflected in the development of our new range of high performance oils and treatments which are painstakingly formulated to ensure that we have a valid and lasting contribution in ensuring the ongoing protection of the nation's motoring heritage.

Our new range of vintage and classic oils seamlessly combine the very latest advances in lubrication technology together with the specific older viscosity requirements to ensure that your

individual classic vehicle is able to operate at its' maximum level of protection and performance.

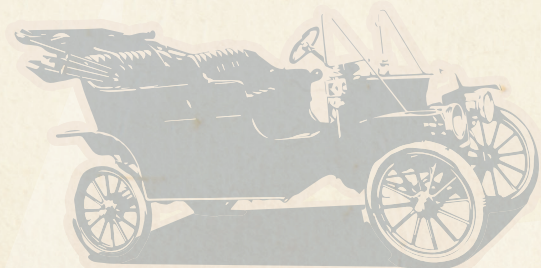
This passion for innovation is clearly demonstrated in our **Classic Sport High Performance 20w50** engine oil which combines a high quality base oil with the necessary additives, and also incorporates our multi award winning and globally revered Nanodrive™ ultra low friction technology from our state of the art motorsport suite of products. This oil effortlessly and instantly delivers a marked and immediately discernible increase in vehicle performance.

Surely the highest performing classic engine oil ever; anywhere, an instant classic if you will.

Thank you for considering a purchase of a Millers Oils classic product for your treasured vehicle, put simply, you could not make a better choice and please rest assured that today as always...the quality of my oil will be rigidly adhered to.

Andrew Miller M.B.E.





# Vintage

## Vintage

The Oxford dictionary defiantly states that the definition for a vintage car is 'an old style or model of car, specifically one made between 1919 and 1930'. Yet today the true definition of what classifies as "vintage" is somewhat more difficult to confirm. However, one thing is certain in that with vintage cars beauty is in the eye of the beholder, and the admirer.

Millers Oils fully understands and shares the passion that vintage car owners who, having lovingly preserved or painstakingly restored these timeless pieces to an extremely high standard fully understand the criticality that having the correct, high quality lubricants can play in the preservation, protection and performance of their treasured vehicle and will therefore in most cases insist on the very best range of lubricants available.

With that passion for quality in mind...welcome to the Millers Oils range of vintage oil specifically designed and formulated to the very highest of standards and quality for cars fitted with strainers or basic filtration systems.



### Millerol monograde engine oils

**Available in SAE viscosity grades 30, 40 & 50**

Engineered for vintage cars with a strainer or basic filtration system, Millerol monograde engine oils are mineral based products. These non-detergent grades provide anti scuff capability and resistance to oil oxidation and bearing corrosion.

Specifically formulated with ZDDP (zinc/phosphorus) and providing exceptional levels of protection performance equivalent to API SB.



### Vintage Green Gear Oil GLI

**Available in SAE viscosity grades 90 & 140**

The Vintage Green Gear Oil grades are again mineral based products and contain specific inhibitors to prevent the formation of rust. These excellent oxidation resistance and long life gear oils do not contain extreme pressure GLI additives.

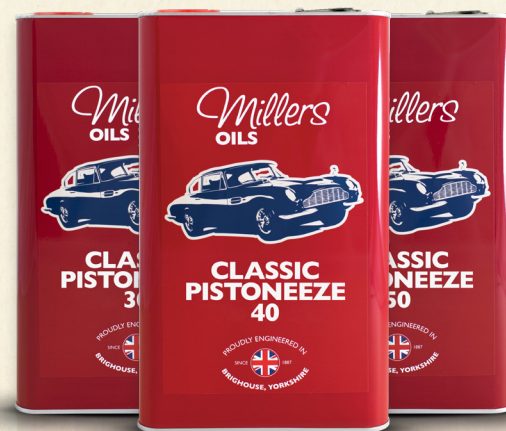


## Classic

As with the definition of “vintage” vehicles, the exact date specifications are not set in stone for vehicles within the “classic” categorization and what is viewed as classic can vary between organisations, businesses and countries. In the eyes of HMRC a classic car is anything above fifteen years old, yet to many enthusiasts the age is at least thirty years old.

What cannot be denied is that without doubt, the classic vehicle market is today enjoying a global renaissance as more and more enthusiasts bring back to life more and more older vehicles, lovingly nurturing them back to their former glory, it goes way beyond just the restoration and preservation of the vehicle. Classic car owners in almost all cases repair and maintain their vehicles in such a manner that the original design specifications are meticulously adhered to.

The portfolio of classic “Pistoneeze” oils have been designed, formulated and blended to offer the very highest levels of protection and performance for vehicles incorporating a modern filtration system.



### Pistoneeze monograde engine oils

#### Available in SAE 30, 40 & 50 viscosities

Engineered for classic cars, the Pistoneeze monograde engine oils are mineral based.

These moderate detergent products effortlessly provide the level of wear and anti-oxidant protection required in classic cars and are also suitable for vintage cars incorporating a modern filtration system. Formulated with full ZDDP (zinc/phosphorus).  
API SG



### Classic Pistoneeze 20w50

A moderate detergent premium SAE 20w50 multigrade engine oil that has been specifically engineered for classic cars. Classic Pistoneeze 20w50 is also suitable for vintage cars incorporating a modern filtration system and can be used in both petrol and diesel vehicles. Formulated with full ZDDP (zinc/phosphorus). Can also be used where SAE 20, 30 and 40 grades are recommended.

API SJ



### Classic Mini Oil 20w50

A bespoke formulation incorporating gear oil additives, this oil is specifically engineered for classic mini engines with an integral gearbox and facilitate excellent engine performance combined with smooth gear shift. This premium SAE 20w50 moderate detergent multigrade mineral engine oil will significantly improve the engine and gearbox protection compared to a standard SAE 20w50 grade and gives longer idler gear life in transverse Mini engines. Formulated with full ZDDP (zinc/phosphorus).  
API SF, GL4

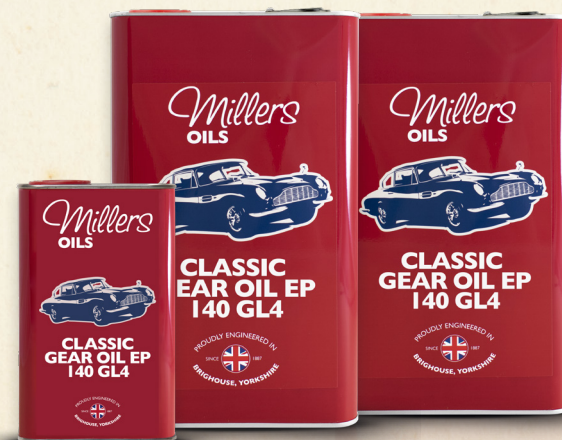


# Classic Transmission Oils



**Classic Gear Oil EP 80w90 GL4**

An extreme pressure SAE 80w90 mineral based gear oil with performance additives. This product is engineered for gearboxes and differentials requiring EP lubricant and is also suitable for rear axles not requiring hypoid oils. API GL4. Also suitable for brass and bronze components i.e non stain.



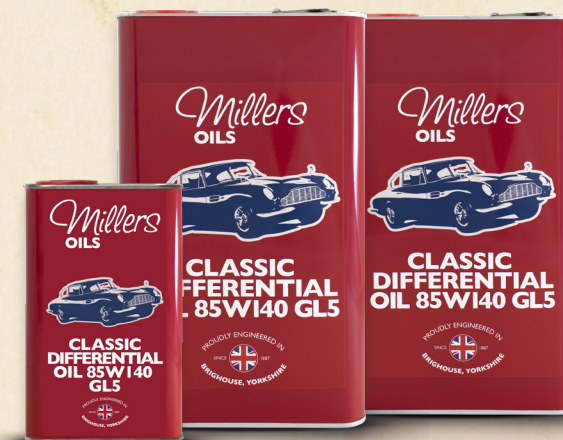
**Classic Gear Oil EP 140 GL4**

An extreme pressure SAE 140 mineral based gear oil with performance additives. This product is engineered for gearboxes and differentials requiring EP lubricant to provide low friction and reduced noise. API GL4. Also suitable for brass and bronze components i.e non stain.



**Classic Differential Oil EP 90 GL5**

An extreme pressure SAE 90 mineral based differential oil with performance additives. This product is for use in hypoid differentials requiring extreme pressure lubricants providing superior performance. API GL5. Also suitable for brass and bronze components i.e non stain.



**Classic Differential Oil 85w140 GL5**

An extreme pressure SAE 85w140 mineral based differential oil with performance additives. This product is for use in hypoid differentials requiring EP lubricants providing superior performance. API GL5. Also suitable for brass and bronze components i.e non stain.



## Classic Sport

There are classic cars and then there are classic sports cars.

Over the years Millers Oils have carefully developed a comprehensive range of high performance oils specifically formulated to enhance performance in classic sports cars. Our Classic Sport range utilizes the very latest advances in lubrication technology either with semi synthetic or fully synthetic technology which offer significant improvements in performance over mineral oil based products whilst maintaining, meeting and exceeding all specification requirements as laid down at the time of vehicle manufacture with regards to full ZDDP levels etc. These oils are perfect for vehicles built from the early 1930's and seamlessly combine the very latest state of the art lubrication technology with the pre requisite requirements of older vehicles. You could not make a better choice for the long term well being of your classic sports car.



### Classic Sport 20w50

With enhanced performance additives and shear stable viscosity index improvers, Classic Sport 20w50 is a high performance SAE 20w50 semi synthetic multigrade engine oil. The incorporation of high levels of synthetic based fluids provide dramatically increased protection under arduous conditions of load and temperature.

Formulated with full ZDDP (zinc/phosphorus) for ultimate protection.  
API SJ



### Classic Sport 20w60

Classic Sport 20w60 is an extra high performance product that will deliver superior protection at competition temperatures and loads. This product is a semi synthetic multigrade engine oil with a unique package of enhanced performance additives and shear stable viscosity improvers and will maintain performance levels at extremely high oil pressures.

Formulated with full ZDDP (zinc/phosphorus) for ultimate protection.  
API SJ

## Classic Sport

### HIGH PERFORMANCE 20w50

**Irrefutably the highest performing classic engine oil ever developed. Classic Sport High Performance 20w50 fully synthetic multigrade engine oil has been uniquely engineered for classic performance racing and incorporates Millers Oils unique Nanodrive™ ultra low friction technology.**

**Classic Sport High Performance 20w50 provides up to a 63% reduction in friction, and a 38% reduction in wear compared to other synthetic based 20w50 grades. The coefficient of friction reduces rapidly as the engine temperature rises.**

Derived from our multi award winning premium motor-sport portfolio, Nanodrive™ ultra low friction technology is used extensively in this fully synthetic product. It has been developed for classic vehicles where vehicle performance improvement is vital.

Massively reduced friction leads to significant power and torque gains, improved fuel economy and a marked reduction in wear and heat generation. An immediately discernible improvement in performance is achieved.

Formulated with full ZDDP (zinc/phosphorus) for ultimate protection and shear stable viscosity index improvers.



**NANO DRIVE**  
LOW FRICTION TECHNOLOGY



# Fuel Treatments

In addition to our premium oils we are extremely proud to have developed what is surely the most comprehensive and highest performing range of Fuel Treatments available anywhere to even further enhance vehicle performance and protection of your treasured classic car.

The content of ethanol in today's unleaded fuels can be a major issue with vintage and classic cars. A standard petrol pump can contain up to 5% ethanol without being labelled, in the future it could be up to 10%. Our fuel treatments are recommended and entirely suitable for all vintage, classic and classic sport engines previously requiring leaded fuel.

The typical problems caused by the removal of lead for classic vehicles include a lack of valve lubrication and the need in some cases for the use of hardened valve seats. The greatest risk however from ethanol in unleaded fuel is corrosion from the prolonged storage of fuel in the fuel tank. These issues can potentially cause a serious amount of damage and our treatment range has been painstakingly developed to eliminate these issues entirely, as well as provide enhanced performance characteristics. We consider that they are vital to prolonging the life span of cherished classic cars.

**Did you know?** Unleaded fuels now contain ethanol which can cause fuel system corrosion problems in older vehicles.



**VSPe Power Plus**

An all-in-one fuel treatment providing ethanol protection and lead replacement.

- ✓ Provides valve seat protection when used with unhardened valve seats
- ✓ Adds up to 2 octane numbers (20 points)
- ✓ Prevents ethanol corrosion
- ✓ Cleans injectors
- ✓ Restores engine cleanliness
- ✓ Prevents detonation, hot spots and running on
- ✓ Helps protect components
- ✓ Combats the adverse effects of ethanol in fuel (up to E10)
- ✓ Carburettor anti-icing formula
- ✓ Contains anti oxidant to improve fuel life



## Classic Sport CVLe

Formulated to provide enhanced performance whilst providing a high level of protection to classic sports cars. This product has been developed to comply with the FIA fuel regulations.

- Prevents valve seat recession
- Prevents ethanol corrosion
- Enhances combustion
- Prevents pre-detonation, hotspots and running-on



## Tank Safe

A high quality fuel treatment to be added to the fuel tank at the end of the season 'lay-up'. Tank Safe will provide fuel tank and fuel system protection while your vintage or classic car is in storage.

- Fuel tank and fuel system corrosion protector
- Add to fuel tank at end of season
- Safe to drive away after storage



# Maintenance and Preparation



**Classic Preservation Oil 20w50**

A dual purpose SAE 20w50 mineral preservation oil for storage and limited running of engines. It is specifically engineered to provide both rust and corrosion protection for petrol and diesel engines. It provides levels of protection equivalent to API SJ/CC.



**Classic Running In Oil 30**

A SAE 30 mineral based running in oil for vintage and classic engines. This product is designed for the initial running in of re-built engines. Alternatively it can be used for test bed running. Use of this product optimises performance and fuel efficiency.

## Engine Flush

A product to be added to the oil in an engine before a drain and refill is to take place.

## Assembly Lube

A lubricant which is specially formulated for competition engine and transmission builders. Solvent refined medium base stocks treated with high concentration of anti-wear additives.

## Red Rubber Grease

A product consisting of vegetable oils thickened with Pyrogenic Silica.

## Water Pump Grease

A premium quality calcium based grease suitable for applications involving moderate temperatures.

## Millergrease NS

A metallic based anti-seize compound.

## Hi-Mol 20

A specialised competition grease based on lithium soap and 20% molybdenum disulphide.

## Liquid Glaze Bust

This is a high quality mineral base stocks with selected performance chemicals.



## Shock Oils and Steering Box Oils



**Classic Shock Oil 32**

A medium SAE 10 shock oil designed to provide sport handling characteristics. This product can be used for either a full top-up or full fluid replacement in shock absorbers or motorcycle forks. ISO 32.



**Classic Shock Oil 46**

A heavy SAE 15 shock oil designed to provide competition handling characteristics. This product can be used for either a full top-up or full fluid replacement in shock absorbers or motorcycle forks. ISO 46.



**Vintage Worm Steering Box Oil**

This product is a high viscosity low friction mineral oil which has been specifically formulated for worm and other types of steering box. ISO 320.

## Steering Box Oils

### **LHM Plus**

This is a green mineral based, hydraulic fluid specially developed for Citroen cars. Miscible in all proportions with LHM and the mineral hydraulic fluids which matched the old Citroen specifications.

## Coolant

### **Extra Cool**

A concentrate multi-metal corrosion inhibitor and coolant enhancer.

## Brake Fluid

### **Universal Brake Fluid DOT 4**

A high boiling point brake fluid meeting current requirements of SAE J 1703 and FMVSS 116 DOT 4.



## Classic Motorcycle



### Classic Mineral 4T 20w50

A 4 stroke mineral engine & transmission oil.  
For use in classic motorcycles. formulation which reduces throttle sticking.  
API SG • JASO MA2



### Classic Mineral 2T

A 2 stroke mineral engine oil for use in classic motorcycles & scooters.  
API/TC/TB/TA • JASO FC/FB • ISO-L-EGC

## Greases

### Deltaplex 2 EP

A lithium complex grease of outstanding performance and a distinctive red in colour.

### Delta 2EP

A premium quality lithium based grease with extreme pressure (EP) performance.

### Delta 0EP

A lithium based semi-fluid grease with extreme pressure (EP) additives.

### Delta 00EP

Lithium based semi-fluid grease with extreme pressure (EP) additives.

### Black Moly MM2

A lithium grease with the inclusion of molybdenum disulphide.





**OIL & FUEL TREATMENTS**  
FOR CLASSIC, VINTAGE AND CLASSIC SPORT CARS

[www.millersoils.co.uk](http://www.millersoils.co.uk)

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