

## Floyd Carter On 70 W Oils

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Our item on locating 70W oils was reprinted in *Strictly I.C.*, a periodical for model engine builders/machinists, where Floyd read it and adds to that information. Here's Floyd:

Next, on the subject of 70 weight oils for 2-stroke model engine use, Mr. Bob Angel, my personal friend from the Society of Antique Modelers (SAM) presents good data. I am also a member of SAM, member #188.

I have tried just about every brand of 70 weight oil. Most are fine for small engines and engines of moderate power (Ohlsson, Bantam, Brown, Arden, Etc.). However my problem arose trying to find a good 70 weight oil for the antique Orwick 64 engine. This is a high compression, high performance engine, which tends to run very hot! So I rejected many brands of 70 weight oils because the exhaust residue came out black! This meant that the oil was being burned in the engine. Not a good sign! If the oil burns, it loses its' lubrication qualities. Mr. George Aldrich of San Antonio Texas will cite stories of many ruined engines due to oils with too low a flash point.

I finally found a 70 weight oil in which the exhaust residue comes out still looking like oil; light brown and not burned. This is Castrol "Grand Prix" 70 weight motorcycle oil. My friends also tell me that Valvoline 70 weight oil has the proper qualities for this use.

Further, my ignition fuel for 2 stroke model plane engines is 3 parts Coleman lantern fuel and 1 part 70 weight oil. Many users of Coleman fuel report that it burns cleaner and the spark plug fouling and carbon build-up is much less. There is no detectable power difference using Coleman vs. unleaded gasoline.