

TOTAL

+ elf



Sometimes, coincidence is better than a thousand meetings. I must admit that, I often reject visits of "sales representative" with the argument that I have a fully booked timetable. Most of the time, I consider it as waste of time as in most cases, new products on the market are often compatible to modern cars. Yet, this particular sales representative surprised me with his understanding that I can't give him an appointment, due to the fact that I have to winterize



A brand of **TOTAL**

my cars, garden and so one. His response ; "Me too, got to hibernate the classic one" awakened my curiosity.

Ohhh, finally someone who knows what he is talking about, and not only a salesman on commission basis.

Couple of days later, we finally met at our company, to get to know each other. The main topics of the meeting was engine oil and lubricants. This two-meter-tall man, casually dressed, introduced him as the sales manager at Elf-Total. This meeting turns into a long, however very nice and interesting conversation of nearly 9 hours! We left the office at 10 pm!

After two further meetings, my knowledge about engine oil, greases and LHM were up to date. We then opted for a close cooperation. After all, what is better for french classics than oils from elf and TOTAL?

TOTAL is part of the Elf group, Citroen has been working with Total as original equipment manufacturer for more than 50 years, and who doesn't know the classic racing pictures of an Alpine A110 and R5 Turbo with ELF stickers? What belongs together will always find its way; elf-TOTAL and Der Franzose!

We are actually switching our entire range of oil and chemical products to Elf and Total. Yet, we still can offer you further oil brands until those are out of order.

Anyway, I'd like to share my extended knowledge with you.

Not all oil are the same. The old engines require a another viscosity than modern oils. The new modern oil are thin fluid and contain more cleaning additives, which can damage the engine gaskets. The classic engines require a special corrosion protection. Due to the fact that they do not have a closed oil circuit, humidity gets into the engines (via the carburetor, air filters and exhaust), thus causing rust in the engine. It is therefore advantageous, having an oil film on the metals in the engine. We wrote about it in our last catalogue. The right choice for our normal classic (2CV, R4, Floride, 4CV, DS, HY, 11CV, 203-604...) is the oil HTX Collection with the viscosity 20W-50. Even though, we are not really happy with the name "HTX", but at least the engine oil, delivered in a nice tin can, is therefore a nice decorative element for the workshop. And of course there is also a 2 litre can, which fits into the original bracket in the engine compartment. The HTX oil has an adjusted viscosity, and the high viscosity index enables a low-wear start, even after a long service life - the oil remains in the bearings and does not run into the



oil pan. Another advantage is the good thermal oxidation resistance, which minimizes sludge building-up in the oil pan.

Highly effective corrosion inhibitors delay the rusting process in the engine. The multi-range technology provides very good wear protection.

Not all classic oil from Elf-Total should be applied to our engines, except of some sporty one, like Alpine, R5 Turbo and other racers, where I will recommend the HTX CHRONO 10W-60.

The HTX CHRONO, in the tin canister, is a slightly blended synthetic engine oil for extremely high rotary speed and continuous racing and rallying loads.

Since I (rather my wife) also own an Alfa Romeo 1600 Duetto + Spider 2000, I prefer feeding that sport engine with the 10W-60 oil (one of the best in the world). I only use the 20W-50 oil for the french classic and it works perfectly. Even the Citroen HY has stopped leaking and without me having to re-seal the engine.

Many manufacturers can mix oils for classic cars. Elf has indeed taken long time to offer oil for classic cars and it was worth waiting for it. The HTX oil, for example, has been specially de-

still present and thus a good corrosion protection in the engine is really assured: Even after the winter break, the engine is still supplied with oil. Of course, many other oil companies

advertise the advantages of their

products. But it was the adhesive oil film that really convinced us.

As Khalil Gibran beautifully said: "Faith is the knowledge within the heart beyond the reach of proof", I decided to make my very own experience, gaining much knowledge.

In Summer 2018, I dipped various engine parts in HTX oil and put them all, on an oil binding cloth on a shelf in my private workshop. Additionally, I dipped some parts into other oils and let them drain. 7 months later, I

can re-

ally confirm that there was still an oil film on all HTX-oiled engine parts. That really convinced me.

So, from now on, all Elf-Total engine oils are being included in our range of products.

Authenticity above everything!

*Was already first
in the engine,
comes back in
the engine!*



signed to ensure that an oil film adheres to the engine parts. That's important, because many classic cars have more to offer than just running. Even after months of using HTX, an oil film is



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