



# CENTRAL NEWS<sup>®</sup>

Issue 846

## Ferrous Cutting Oil

By Phil Jolliff, Jolliff Diesel Service

Phil Jolliff at Jolliff Diesel Service in Indiana was rebuilding a Caterpillar cast iron cylinder head. He needed to ream the holes to fit new valve guides, and he was curious as to how Cen-Pe-Co Ferrous Cutting Oil compared to a popular product in his area, Mobil's

Mobilmet 766 Cutting Oil. So, Phil reamed half of the holes using the Cen-Pe-Co product and the other half using the Mobil product.



*Phil Jolliff*



It made a significant difference in the finish of the holes, but being a Cen-Pe-Co sales rep, that is what he wanted to see. To make sure he was not just biased, he asked his son, Dwain, to take a look, without telling him where he had used Cen-Pe-Co and where he had used Mobil. Dwain, who at the time was a Precision Manufacturing student at Vincennes University, had no problem picking out the smoother holes where Cen-Pe-Co Ferrous Cutting Oil had been used.

Phil then devised a demonstration to show the superior finish Cen-Pe-Co leaves. He drilled two holes in a piece of steel. Then he used a reamer to achieve a rounder, straighter hole, using Cen-Pe-Co in one hole and Mobil in the other and trying to do everything the same for a good apples-to-apples comparison. Then he made a longitudinal cut through

*(Continued on page 2)*

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the holes for easy viewing of the surface finish. A picture of this demonstration piece appears here, and hopefully the resolution of the photography and printing are sufficient to show the difference.

Phil explains that while a smoother surface finish may not mean much to the average person, it means a lot to a machinist. Take that cylinder head he rebuilt as an example. The valve guides are press fit into the head, and a smooth precise hole is all that holds the valve guide in place. Also, it affects cooling in a very hot part of the engine. Heat transfer is not as efficient when the guide is in a rough hole, so a smoother finish improves the valve guide's ability to get rid of heat.

We asked Phil about tool life, and he

seemed a little puzzled at first. He estimated 20 to 25% longer tool life since making the change to Cen-Pe-Co. But then he let us know that we were missing the point. He said, "I

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customers, but if you are already talking with a speed shop or machine shop, do not overlook Cen-Pe-Co Ferrous Cutting Oil.



worried  
a \$15 bit.  
don't want  
screw up a  
when I  
have over  
labor in it."  
There is  
huge mar-  
cutting oil  
our typical



## Illinois / Indiana Sales Meeting 2014



# Winter Storage

By: Blaine Ballentine

As the time approaches that a lot of the seasonal equipment goes into winter storage, it is a good time to remind clients of the simple steps to prepare for storage and how our products help.

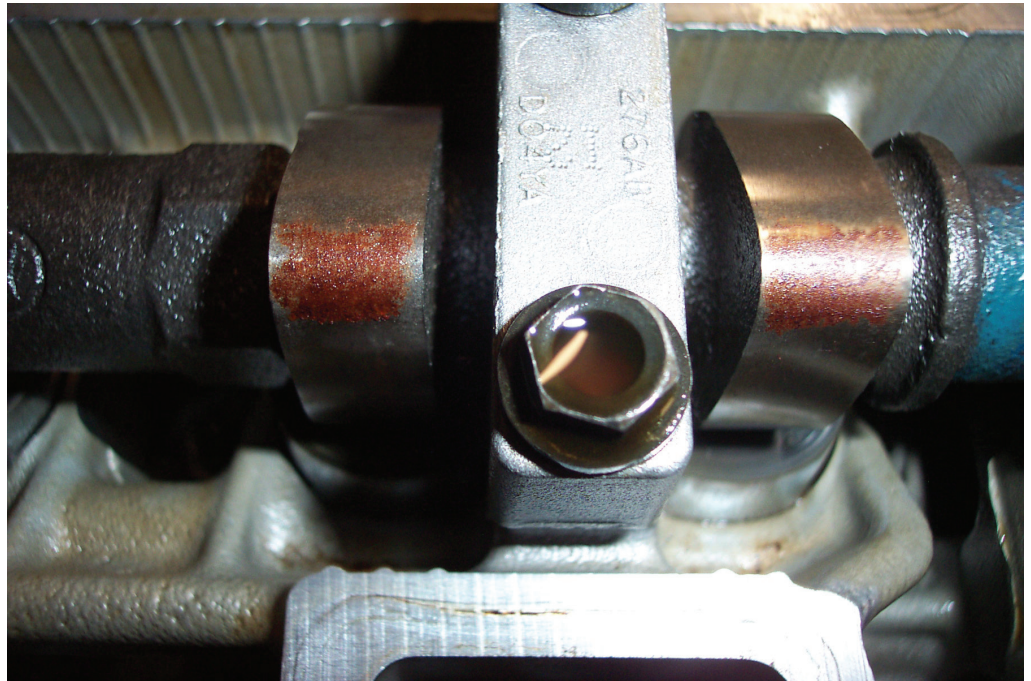
First of all, change engine oil and any other lubricants that need to be changed, in the fall. Some people will want to put it off with the excuse that they can drain out any moisture that accumulates in the spring. But used-up rust inhibitors offer little defense, and used oil contains acids that increase the rate of corrosion. We want the rust inhibitors to be new and fresh during the time that we are most likely to have water contamination.

Diesel specifications are driven by emissions from trucks, and off-road engines are an afterthought. At Central Petroleum we know the combine is going to sit in storage for 10 months out of the year, so we fortify Cen-Pe-Co S-3 and Extreme Duty Oils have additional rust inhibitors.

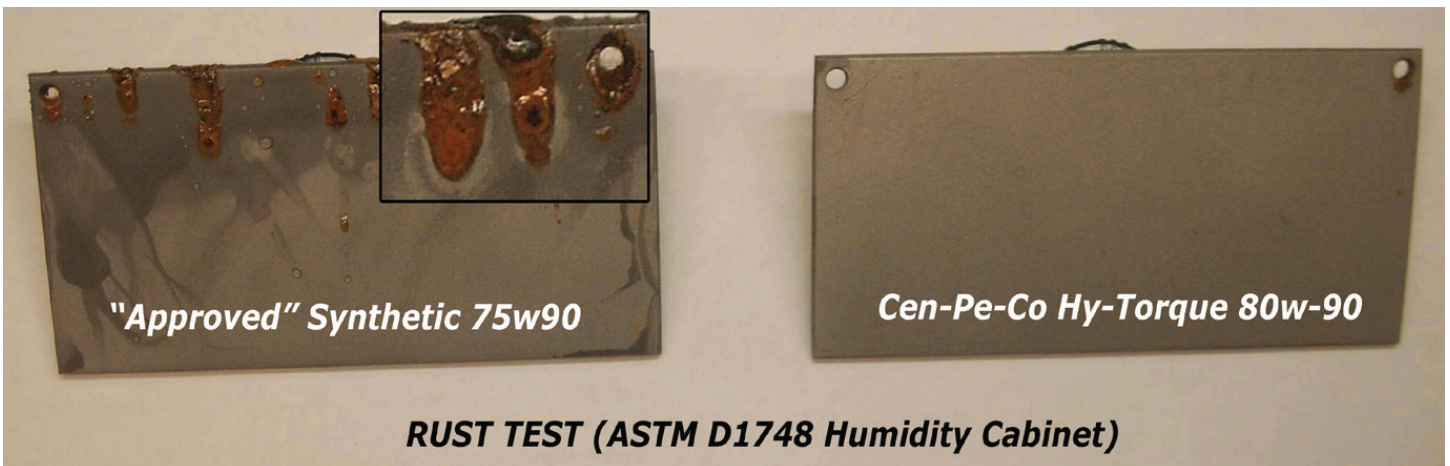
Time after time we have heard from our motorsports customers that, "I tore my engine down over the winter, and your oil was hanging off of everywhere." We use 100% paraffin base oil in most of our lubricants to provide a thicker lubricating film, but it also leaves a thicker anti-corrosive film after shut down.

Everyone knows they are supposed to pull out the spark plugs and squirt oil into the cylinders of a gasoline engine prior to winter storage, but almost no one actually does it. We have a simpler way and it works in either gasoline or diesel engines—double treat the fuel with Cen-Pe-Co fuel additive and run the engine for a minute or two prior to storage. It distributes powerful rust inhibitors throughout the fuel side of the engine. Also, it stabilizes the fuel so it does not form gum or varnish, which makes startup easier, and provides a smoother, more powerful running engine in the spring.

Pickling the engine for winter storage is easy with Cen-Pe-Co products. It stops the ravages of corrosive wear and makes life easier in the spring.



**This engine was using a popular brand of SAE 5W-20 synthetic engine oil prior to storage in an attached garage from June through October.**





**DOUG BURKHEAD**  
Race Car - Owner/Driver

**Doug Burkhead is the son of Dale and Randa. He also is a distributor for Central Petroleum Company. He races at the Davenport, Iowa track in the Sport Mod division on a 1/4 mile dirt track.**

**Doug uses the following Cen-Pe-Co Products: Super Racing Oil,**

*Cen-Pe-Co Traffic Manager -Dale Burkhead joins his son, Doug, in the winners circle one of three times this season.*

**Hy Torque Gear Lube, Automatic Transmission Fluid, and Syntho Pressure Lube.**

**In his number 74 car Doug enjoyed 3 feature wins in his 2014 racing season! He has over 30 feature wins in his racing career!**

