



**THE ORIGINAL!**

# **OLDTIMER OILS**

**PRODUCT OVERVIEW**

# HISTORIE

## HISTORY OIL IN THE BLOOD SINCE 100 YEARS

**Oest has 100 years of experience in the development and manufacturing of excellent engine oils. In 1915 right in the middle of the First World War, Johann Georg Oest founded, with passion and pioneering spirit, Georg Oest & Cie. factory for technical oils and greases with the very successful brand Östol. To date, Östol has remained faithful to the pioneering spirit and the passion for the best engine oils.**

Early on, Oest developed new products in the laboratory and tested the quality and performance in the racing routine. Since the twenties, this oil and lubricant manufacturer has been active in racing, particularly on the nearby Solitude Ring near Stuttgart. During various Solitude races, many vehicles were filled with engine and gearbox oil from Östol. You can still find Östol as recommended lubricant in old log books of various manufacturers, first of all Mercedes-Benz. Parallel, drivers were sponsored in Formula 3. In 1952 for instance, Willi Zimmermann won on BMW, which was attended to by the Östol Racing Team.

Östol was one of the main sponsors in the legendary first Ruhestein hill climb of 1946. More than 30,000 passionate viewers had come to the track to experience over hundred drivers and vehicles in various classes. With the new edition of rally, Oest continues this tradition with the brand Östol. The "Big Östol Ruhestein Hill Prize" will be awarded at the Baiersbronn Classic to take place in September.

Even today, the Östol range of products is based on original recipes and is particularly adapted to the requirements of oldtimers. The mildly alloyed or unalloyed oils are optimally suited for the engines and gearboxes, which were then produced with higher manufacturing tolerances.

Thanks to its composition, Östol increases the leak tightness of engines and takes good care of the original seals, optionally with very good non-ferrous metal compatibility for various types of materials and vehicles. Lubricants for young-timers complete the product portfolio.

Since a century, the high-quality oils and greases have been developed in the Oest laboratory and manufactured in the mineral oil plant in Freudenstadt.

100 years of competency and experience in the heart of Baden-Württemberg.





## WHY YOU NEED GOOD ENGINE OIL FOR YOUR OLDTIMER!

**More than two third of the German old-timer drivers use an unsuitable engine or gearbox oil. Many half-truths about the quality and usage options of lubricants circulate not only in Internet forums and blogs, but also in print media and on TV.**

### QUALITY FEATURES OF GOOD ENGINE OILS

Being able to assess the quality of a lubricant only on the basis of the DIN or API classification is a widespread misconception. Moreover, numerous product tests are exclusively based on clean oils, which are examined in the laboratory. In these examinations, one determines the conformity with reference to DIN, API or ACEA, i.e. whether a lubricant in the clean condition lies within the required specification.

This is a snapshot in the new condition, which does not allow substantial conclusions about the shearing behaviour (change in the viscosity under influence of temperature and pressure), the quality with reference to service life, temperature resistance, abrasion resistance and dirt pick-up behaviour. Apart from the important origin of raw materials or even environmental aspects during the manufacturing, distribution up to the withdrawal of old oil. Such a procedure is comparable with a demonstration at the Technical Control Board. A vehicle with a passed Technical Control Board examination is, at the moment, suitable to participate in the road traffic. This may no longer be the case after 500 kilometres travelled. In case of a car, you often detect defects in the road behaviour, in noises or simply in the optics. In case of engine oils and gearbox oils, one does not initially detect defective quality and stability under load of the lubricants. Even an expert detects the quality exclusively using laboratory-based means of analysis.

Nevertheless, engine, gearbox, surfaces and seals suffer. However, these recognisable leads appear only in the course of time. Depending on the load and use of the vehicle, expensive long-term damages occur, which could have been avoided with the proper use of suitable lubricants and filters.



# QUALITY

## PREREQUISITES FOR HIGH-QUALITY PRODUCTS

The quality of a lubricant is, in the first place, determined by the raw materials used. The main components of a lubricant are the base oils. Type and quantity of base oils in a product decide about the viscosity-temperature-behaviour, the oxidation resistance and among others, about the responsiveness of the additivation. In base oils, there are many different qualities and origins. Besides primary raffinates, one can also find re-raffinates in the market, which are recycled from old oil. A high-quality base oil with the desired, long-lasting properties has its price. For its products, Oest exclusively uses the best quality.

## ADDITIVES AND THEIR IMPORTANCE

Additives are mixed with a base oil in order to adapt the lubricant better to certain requirement profiles such as the shearing behaviour. With suitable additives, the viscosity stability, the dirt carrying capacity, water resistance or abrasion resistance are influenced. An incorrect or too highly concentrated additivation can however also have negative effects in the long run and can, for instance, destroy seals. Even in case of seals of older designs, one must be careful. The then used materials are not as resistant to chemical components as modern sealing materials. There is a fine line between too high and too low additivation.

Seals should ideally "swell" a bit, but never become "eroded". The interplay, i.e. the compatibility of the individual components of the recipe among themselves – right from the base oil to every individual additive – is decisive.

## SERVICE LIFE AND USAGE BEHAVIOUR

A good lubricant is manifested only in the daily routine. Most of the lubricants survive a few hundred kilometres and maintain their properties. But the "grain eventually separates itself from the chaff" and exactly then is the quality of the raw materials used and the competency and experience of the manufacturer of elementary importance.

Even if your old-timer runs only 1,500 kilometres a year, a standard-conform, but qualitatively defective oil can cause considerable damage. Many vehicle owners can reduce repairing costs in the long run by using the right lubricant and adhering to maintenance intervals that are optimised to their own usage behaviour.

Because, even oil loses its properties in the course of time through an ageing process – even in case of less road performance. Unfortunately, the lubricant does not make a vehicle more beautiful. For this reason and out of ignorance, many owners (and workshops) stint on high-quality lubricants and suitable oil filters. If you want to maintain your car and its value and increase the same over years, you should never stint on the wrong aspect.



# PAS

## **CORRECT BEHAVIOUR IN CASE OF NON-FERROUS METALS**

Rather rare, but still worth mentioning: check whether there are non-ferrous metals in the lubricant circuit of your vehicle. For instance, if non-ferrous metals have been installed in the gearbox, only oils with the qualification up to API-GL3 should be used; otherwise the non-ferrous metals will be affected and will corrode.

## **IN-HOUSE PRODUCT DEVELOPMENT AT OEST**

Besides the quality of the raw materials used, competency and experience of the manufacturer with reference to laboratory and production play important role. Mere dealers do not develop their products themselves. But one must also make a distinction among manufacturers. Only fully integrated manufacturers take the responsibility for everything in-house: right from their own product development, through selection of raw materials, up to certified quality management in production and logistics. Economic and ecological aspects play an even bigger role in the product selection. In case of lubricants, this refers to chemical products, which can, first of all, be harmful to nature and living beings. High level of awareness and great sense of responsibility on the part of all suppliers in the process chain are demonstrably necessary to positively influence the eco-balance of your own product for a long time. For manufacturing the Östol Oldtimer oils, Oest exclusively uses raw materials from certified suppliers in Europe. Regularly conducted internal and external audits ensure adherence to the high environmental and quality requirements.

## **MADE IN GERMANY**

Not least, the social responsibility: Oest manufactures its entire range of lubricants for motor vehicles, tractors and two-wheelers exclusively in Germany. The company founded in the Northern Black Forest in 1915 also operates a highly modern research and development laboratory with various test stands in Freudenstadt.

## **PASSION FOR ÖSTOL**

Within the scope of a club drive, interested oldtimer admirers can visit the mineral oil plant and the laboratory on prior appointment.

## **ÖSTOL RALLYE TEAM**

There is also the Östol Rally Team in Freudenstadt, which, voluntarily or for the love of oldtimers, maintains its own vehicles, takes part in drives as well as organises club and exhibition visits. The fleet includes a VW T2A Östol Service Bus, a Ford Eifel Roadster Karmann, a Jaguar E-Type Roadster Series II, a Morris Minor 1000, a Mercedes SL 190, a Porsche 356, as well as various tractors and NSU two-wheelers.

Östol mainly exhibits at Retro Classics in Stuttgart. Beyond the exhibition time, competent consultation is available over the telephone or at [oestol@oest.de](mailto:oestol@oest.de).



SION

Östol Oldtimer Oil **SAE 15W-50**

**Properties**

Östol Oldtimer Oil SAE 15W-50 is a mildly alloyed multi-grade engine oil, based on mineral base oils. The oil is best suited for younger old-timers, with internal combustion or diesel engines, with or without turbocharging, of the 70s and 80s. Ideal for the year-round operation.

Qualification: **API-SG/CF**

**Advantages**

- Optimised cold-start properties
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Viscosity range ideal for high performance requirements for the engine

Östol Oldtimer Oil **SAE 20W-50**

**Properties**

Östol Oldtimer Oil SAE 20W-50 is a mildly alloyed multi-grade engine oil, based on mineral base oils. The oil is best suited for vehicles with internal combustion or diesel engines, with or without turbocharging, of the 60s and 70s.

Qualification: **API-SF/CD**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 10**

**Properties**

Östol Oldtimer Oil SAE 10 is a mildly alloyed single-grade engine oil, best suited for internal combustion and diesel engines of older design without turbocharging, with or without oil filter. The oil is ideal for pure winter operation.

Qualification: **API-SF/CC**

**Advantages**

- Excellent cold-start properties
- Quick lubrication of all engine parts
- Oil pressure immediately available
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Can also be used as detergent oil

Östol Oldtimer Oil **SAE 20**

**Properties**

Östol Oldtimer Oil SAE 20 is a mildly alloyed single-grade engine oil, best suited for internal combustion and diesel engines of older design without turbocharging, with or without oil filter. The oil is best suited for winter operation and for the temperatures in the spring or fall.

Qualification: **API-SF/CC**

**Advantages**

- Good cold-start properties
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Stable performance right from cold-start to continuous operation

Östol Oldtimer Oil **SAE 30**

**Properties**

Östol Oldtimer Oil SAE 30 is a mildly alloyed single-grade engine oil, best suited for internal combustion and diesel engines of older design without turbocharging, with or without oil filter. The oil is ideal for summer operation in moderate climatic zones.

Qualification: **API-SF/CC**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 40**

**Properties**

Östol Oldtimer Oil SAE 40 is a mildly alloyed single-grade engine oil, best suited for internal combustion and diesel engines of older design without turbocharging, with or without oil filter. Optimal in case of a too low oil pressure. The oil is best suited for pure summer operation.

Qualification: **API-SF/CC**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 50**

**Properties**

Östol Oldtimer Oil SAE 50 is a mildly alloyed single-grade engine oil, best suited for internal combustion and diesel engines of older design without turbocharging, with or without oil filter. Optimal in case of a too low oil pressure and hot oil. The oil is ideal for high summer temperatures. Please do not use at temperatures below 10 °C!

Qualification: **API-SF/CC**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 30 unalloyed**

**Properties**

Östol Oldtimer Oil SAE 30 unalloyed is a pure non-acid and non-resinous single-grade mineral oil, best suited for engines of the 20s and 30s without oil filter.

Qualification: **API-SA**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 40 unalloyed**

**Properties**

Östol Oldtimer Oil SAE 40 unalloyed is a pure non-acid and non-resinous single-grade mineral oil, best suited for engines of the 20s and 30s without oil filter.

Qualification: **API-SA**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 50 unalloyed**

**Properties**

Östol Oldtimer Oil SAE 50 unalloyed is a pure non-acid and non-resinous single-grade mineral oil, best suited for engines of the 20s and 30s without oil filter.

Qualification: **API-SA**

**Advantages**

- Supportive leak tightness of engine
- Lesser oil consumption
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads

Östol Oldtimer Oil **SAE 80**

**Properties**

Östol Oldtimer Oil SAE 80 is a mildly alloyed single-grade gearbox oil based on mineral oil. The oil guarantees optimal low temperature properties as well as a stable overheating behaviour.

Qualification: **API-GL3**

**Advantages**

- Supportive leak tightness of gearbox
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads
- Very good non-ferrous metal compatibility

Östol Oldtimer Oil **SAE 90**

**Properties**

Östol Oldtimer Oil SAE 90 is a mildly alloyed single-grade gearbox oil based on mineral oil. The oil has good low temperature properties as well as a stable overheating behaviour.

Qualification: **API-GL3**

**Advantages**

- Supportive leak tightness of gearbox
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at any operating temperature
- Stable lubrication, even in case of hot oil and high loads
- Very good non-ferrous metal compatibility

## Östol Oldtimer Oil SAE 140

### Properties

Östol Oldtimer Oil SAE 140 is a mildly alloyed single-grade gearbox oil based on mineral oil. The oil guarantees a stable overheating behaviour and has noise reduction properties. Ideal for summer operation.

Qualification: **API-GL3**

### Advantages

- Supportive leak tightness of gearbox
- Very good noise reduction
- Gentle on materials, also for seals and paints
- Very good seal compatibility
- Steady performance at high operating temperatures
- Stable lubrication, even in case of hot oil and high loads
- Very good non-ferrous metal compatibility

## Östol Mehrzweckfett LT 190 EP

### Properties

Östol Mehrzweckfett LT 190 EP is manufactured exclusively from high-quality raw materials. The grease impresses through its extraordinary resistance to heat, oxidation, water and high pressure load (NLGI consistency class 2). The dropping point lies at +175 °C and the service temperature range is -30 °C to +120 °C.

Marking as per **DIN 51502: KP 2 K-30**



# MERCHHA

## MERCHANDISING GREAT VARIETY

### Östol Leather Jacket

**MATERIAL:**  
Real leather

**COLOUR:**  
Dark blue

**SIZES:**  
XS, S, M, L, XL

**LEFT BREAST LOGO:**  
Östol logo in blue

**RIGHT BREAST LOGO:**  
Year of foundation 1915  
in red

- Two rally stripes on shoulders in blue and red
- Optimal for the rally requirements
- Clothing from the original Östol Vintage series
- Large, high-quality embroidered Östol logo in the inside lining of the jacket's back



### Östol Cap

**MATERIAL:**  
100% cotton

**COLOUR:**  
Beige

**BRAND:**  
Robin Ruth

**SIZE:**  
Universal

- With high-quality embroidered 3D Östol logo in the front and lettering "since 1915" at the back
- Inverted logo on the shade
- Adjustable Velcro fastening
- Padded inner band
- Best suited for the use at racing and rally
- Clothing from the original Östol Vintage series



### Östol Overall

**MATERIAL:**  
100% cotton

**COLOUR:**  
White or cornflower blue

**SIZES:**  
XS, S, M, L, XL, XXL, XXXL

**LEFT BREAST LOGO:**  
Year of foundation 1915  
in red

**RIGHT BREAST LOGO:**  
Östol logo in blue

- Individual nameplate included
- Several practical pockets on the breast hips
- Optimally suited for the use at racing and rally and when working in the workshop
- Adjustable sleeve and leg cuffs
- Rubber buttons



# ANDISING

## Östol Cup

**MATERIAL:**

High-quality porcelain

**BRAND:**

Seltmann Weiden

**SIZE:**

250 ml

**SAHPE:**

Oil drum with crimps

**DIMENSIONS:**

Ø 75 mm, H 90 mm

**DESIGN:**

Östol red with original motif of the retro sheet metal container

- High-quality fired, durable and dish-washable
- Optimal for nostalgic coffee and tea experience

**Limited Edition**



## Östol Sheet Metal Sign

**MATERIAL:**

Steel sheet

**SIZE:**

Approx. 400 x 600 mm

- Specially printed, painted and embossed
- Rounded corners, four fixing holes, enveloped edges for optimal fixing
- Corrosion-proof paint
- High-quality retro sheet metal sign in an attractive Östol design
- A must for every collector

**Limited Edition**



## Östol Oil Can

**MATERIAL:**

Sheet metal

**SIZE:**

1 Litre

- With embossed Östol logo discharge "without a mess"
- With retro quantity specification about the content
- Practical for replacing your original engine oil with Östol Oldtimer oils
- An excellent collection and display accessory in the retro style

**Limited Edition**



You will find all our merchandising items also in the online shop at [www.oestol.de](http://www.oestol.de)



# 100 YEARS OF EXPERIENCE

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**Georg Oest Mineralölwerk GmbH & Co. KG**

Georg-Oest-Straße 4 | D-72250 Freudenstadt  
Fon +49 7441/539-0 | Fax +49 7441/539-149  
E-Mail: [oestol@oest.de](mailto:oestol@oest.de) | Internet: [www.oestol.de](http://www.oestol.de)