What is claimed is:

1. A method for preventing or reducing low speed pre-ignition in a direct injected, boosted, spark ignited internal combustion engine, said method comprising the step of lubricating the crankcase of the engine with a lubricating oil composition comprising:

   (a) a major amount of an oil of lubricating viscosity;

   (b) from 750 to 2500 ppm of zinc metal from at least one non-sulfur-phosphorus containing zinc compound, based on the total weight of the lubricating oil composition, wherein the non-sulfur-phosphorus containing zinc compound is a zinc salicylate, zinc dithiocarbamate, or zinc 2-ethylhexanoate; and

   (c) at least one zinc dialkyl dithiophosphate.

2. The method of claim 1, wherein the engine is operated under a load with a break mean effective pressure (BMEP) of from 12 to 30 bars.
3. The method of claim 1, wherein the engine is operated at speeds between 500 and 3,000 rpm.
4. The method of claim 1, wherein the lubricating oil composition further comprises a detergent selected from calcium detergent, magnesium detergent, sodium detergent, lithium detergent, and potassium detergent.
5. The method of claim 4, wherein the detergent is a carboxylate, salicylate, phenate, or sulfonate detergent.
6. The method of claim 1, wherein the lubricating oil further comprises a molybdenum containing compound.
7. The method of claim 1, wherein the lubricating oil composition further comprises at least one other additive selected from an ashless dispersant, an ashless antioxidant, a phosphorus- containing anti-wear additive, a friction modifier, and a polymeric viscosity modifier.

8. A lubricating engine oil composition for a direct injected, boosted, spark ignited internal combustion engine comprising: from 200 to 3000 ppm of zinc metal, based on the total weight of the lubricating oil composition, from at least one non-sulfur-phosphorus containing zinc compound, wherein the non-sulfur-phosphorus containing zinc compounds are zinc additives comprising bonding ligands which do not contain both sulfur and phosphorus in the bonding ligands,

   but may separately comprise phosphorous, sulfur or neither of those atoms.
9. The lubricating engine oil composition of claim 8, wherein the lubricating oil composition further comprises a detergent selected from calcium detergents, magnesium detergents, sodium detergents, lithium detergents, and potassium detergents.
10. The lubricating engine oil composition of claim 9, wherein the detergent is a carboxylate, salicylate, phenate, or sulfonate detergent.
11. The lubricating engine oil composition of claim 8, wherein the lubricating oil composition further comprises a molybdenum containing compound.
12. The lubricating engine oil composition of claim 8, wherein the lubricating oil composition further comprises at least one other additive selected from an ashless dispersant, an ashless antioxidant, a phosphorus- containing anti-wear additive, a friction modifier, and a polymeric viscosity modifier.
13. A method for improving deposit control performance while at the same time preventing or reducing low speed pre-ignition in a direct injected, boosted, spark ignited internal combustion engine, said method comprising the step of lubricating the crankcase of the engine with a lubricating oil composition as defined in any one of claims 8-12.
14. Use of a lubricating engine oil composition in a down-sized boosted engine, wherein the lubricating engine oil composition comprises a lubricating oil base stock as a major component; and at least one non-sulfur-phosphorus containing zinc compound, as a minor

component; wherein the downsized engine ranges from 0.5 liters to 3.6 liters, wherein the non-sulfur-phosphorus containing zinc compounds are zinc additives comprising bonding ligands which do not contain both sulfur and phosphorus in the bonding ligands, but may separately comprise phosphorous, sulfur or neither of those atoms.