What is claimed is:

1. A lubricating oil composition comprising:

greater than 50 wt.% of a base oil of lubricating viscosity, based on a total weight of the lubricating oil composition;

one or more overbased calcium sulfonate detergent(s) having a total base number of greater than 225 mg KOH/g, measured by the method of ASTM D-2896, and

one or more overbased calcium phenate detergent(s) having a total base number of greater than 170 mg KOH/g, measured by the method of ASTM D-2896,

wherein a ratio of the ppm of calcium in the lubricating oil composition from the one or more overbased calcium sulfonate detergent(s) to the ppm of calcium in the lubricating oil composition from the one or more overbased calcium phenate detergent(s) is greater than 1.20 to less than 1.51,

a ratio of total ppm of nitrogen in the lubricating oil composition to total wt.% of soap from the detergents in the lubricating oil composition is greater than 2080, and

a total base number contribution from all detergents is less than 4.2 mg KOH/g of the lubricating oil composition, as measured by the method of ASTM D-2896.

2. The lubricating oil composition of claim 1, wherein a ratio of total ppm of calcium in the lubricating oil composition to a total base number in mg KOH/g of the lubricating oil composition is less than 240, as measured by the method of ASTM D-2896.

3. The lubricating oil composition of claim 1, wherein a ratio of total ppm of calcium in the lubricating oil composition to total ppm of nitrogen in the lubricating oil composition is less than 1.62.

4. The lubricating oil composition of claim 1, wherein the lubricating oil composition comprises boron in an amount of less than 300 ppm by weight.

5. The lubricating oil composition of claim 1, wherein the one or more overbased calcium sulfonate detergent(s) has a total base number of at least 250 mg KOH/g.

6. The lubricating oil composition of claim 1, wherein the lubricating oil composition is an engine oil which is effective to reduce a number of low-speed pre-ignition events in a boosted internal combustion engine lubricated with the lubricating oil composition relative to

a number of low-speed pre-ignition events in the same engine lubricated with reference lubricating oil C-1,

wherein reference lubricating oil C-1 was formulated from 80.7 wt.% of a Group III base oil, 12.1 wt.% of passenger car motor oil additive package and 7.2 wt.% of a 35 SSI ethylene/propylene copolymer viscosity index improver, wherein the passenger car motor oil additive package is an API SN, ILSAC-GF-5, and ACEA A5/B5 qualified DI package, and C-1 also showed the following properties and partial elemental analysis:

Reference Oil C-1

10.9	Kinematic Viscosity at 100°C, (mm^2/sec)
3.3	TBS, APPARENT_VISCOSITY, cPa
2400	calcium (ppmw)
< 10	magnesium (ppmw)
80	molybdenum (ppmw)
770	phosphorus (ppmw)
850	zinc (ppmw)
9.0	Total Base Number ASTM D-2896 (mg KOH/g of the lubricating oil composition)
165	Viscosity Index

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7. The engine oil composition of claim 6, wherein the reduction of the number of low-speed pre-ignition events is an 85% or greater reduction and the number of low-speed pre-ignition events are a number of low-speed pre-ignition counts during 25,000 engine cycles, wherein the engine is operated at 2000 revolutions per minute with brake mean effective pressure of 1,800 kPa.

8. The lubricating oil composition of claim 1, wherein the one or more overbased calcium phenate detergent(s) is present in an amount to provide from 100 ppm to less than 910 ppm calcium to the lubricating oil composition.

9. The lubricating oil composition of claim 1, wherein the one or more overbased calcium sulfonate detergent(s) is present in an amount to provide from less than 1000 ppm calcium to the lubricating oil composition.

10. The lubricating oil composition of claim 1, wherein a total base number contribution

from all detergents to the lubricating oil composition is 2.0 to less than 4.2 mg KOH/g of the lubricating oil composition, as measured by the method of ASTM D-2896.

11. The lubricating oil composition of claim 1, wherein the lubricating oil composition has a total base number less than 7.5 mg KOH/g of the lubricating oil composition, as measured by the method of ASTM D-2896.

12. The lubricating oil composition of claim 1, further comprising one or more component(s) selected from the group consisting of friction modifiers, antiwear agents, dispersants, antioxidants, and viscosity index improvers.

13**.** The lubricating oil composition of claim 1, wherein the greater than 50 wt.% of the base oil is selected from the group consisting of Group II, Group III, Group IV, Group V base oils, and a combination of two or more of the foregoing, and wherein the greater than 50 wt.% of the base oil is other than diluent oils that arise from provision of additive components or viscosity index improvers to the lubrication oil composition.

14. The lubricating oil composition of claim 2, wherein the ratio of the ppm of calcium in the lubricating oil composition from the one or more overbased calcium sulfonate detergent(s) to the ppm of calcium in the lubricating oil composition from the one or more overbased calcium phenate detergent(s) is greater than 1.20 to 1.45.

15. The lubricating oil composition of claim 14, wherein the total calcium provided to the lubricating oil composition by the one or more overbased calcium phenate detergent(s) is from 100 ppm to less than 910 ppm by weight, based on the total weight of the lubricating oil composition.

16. The lubricating oil composition of claim 1, which is free of added magnesium from a magnesium-containing detergent.

17. The lubricating oil composition of claim 1, further comprising one or more molybdenum-containing compound(s) in an amount sufficient to provide greater than 80 ppm to less than 350 ppm of molybdenum to the lubricating oil composition.

18. A method for reducing a number of low-speed pre-ignition events in a boosted internal combustion engine comprising steps of:

lubricating a boosted internal combustion engine with a lubricating oil composition D-2896 according to claim 1, and

operating the engine lubricated with the lubricating oil composition.

19. The method of claim 18, wherein the number of low-speed pre-ignition events are based on a number of low-speed pre-ignition counts during 25,000 engine cycles, wherein the engine is operated at 2000 revolutions per minute with brake mean effective pressure of 1,800 kPa and the low-speed pre-ignition events in the boosted internal combustion engine lubricated with the lubricating oil composition are reduced relative to a number of low-speed pre-ignition events in the same engine lubricated with reference lubricating oil C-1,

wherein reference lubricating oil C-1 was formulated from 80.7 wt.% of a Group III base oil, 12.1 wt.% of passenger car motor oil additive package and 7.2 wt.% of a 35 SSI ethylene/propylene copolymer viscosity index improver, wherein the passenger car motor oil additive package is an API SN, ILSAC-GF-5, and ACEA A5/B5 qualified DI package, and C-1 also showed the following properties and partial elemental analysis:

Reference Oil C-1

10.9	Kinematic Viscosity at 100°C, (mm^2/sec)
3.3	TBS, APPARENT_VISCOSITY, cPa
2400	calcium (ppmw)
< 10	magnesium (ppmw)
80	molybdenum (ppmw)
770	phosphorus (ppmw)
850	zinc (ppmw)
9.0	Total Base Number ASTM D-2896 (mg KOH/g of the lubricating oil composition)
165	Viscosity Index

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20. The method of claim 18, wherein the ratio of the ppm of calcium in the lubricating oil composition from the one or more overbased calcium sulfonate detergent(s) to the ppm of calcium in the lubricating oil composition from the one or more overbased calcium phenate detergent(s) is from greater than 1.20 to 1.45.

21. The method of claim 18, wherein the lubricating step lubricates turbocharger or supercharger components and a combustion chamber or cylinder walls of a spark-ignited direct injection engine provided with a turbocharger or a supercharger or a port fuel injection internal combustion engine provided with a turbocharger or a supercharger.

22. The method of claim 21, further comprising a step of measuring the number of low-speed pre-ignition events of the internal combustion engine lubricated with the lubricating oil composition.