

Anglo American Oil Company Ltd

Crude News Spring 2005



2004 is now gone and what an exciting year we now have to look forward to. Our enthusiasm and determination to provide our customers with strong brands combined with an excellent service is as strong as ever.

Official Fuel for 2005 British F3/GT Championships!



We are very pleased that we have again been chosen as the official fuel supplier for the exciting British F3 and GT Championships. We supply them with the powerful Sunoco FR racing fuel. This fuel conforms to the current FIA specifications and is loaded with oxygen and octane numbers close to the maximum FIA limit (102RON, 90MON and 3.7% oxygen). The high oxygen content increases power in race engines running with air restrictors (as the F3 and GT engines do) and also lowers emissions.

The Sunoco FR contains Ethanol instead of MTBE as the oxygen carrier as MTBE has been found to contaminate the groundwater. Ethanol is from renewable resources and biodegradable. We believe that none of the European made racing fuels have yet converted from MTBE to Ethanol. i.e. Sunoco 1, competitors 0.



Ginetta goes for Sunoco as well!

Ginetta Cars Ltd has chosen us as their fuel supplier for the 2005 season. We will supply them with the 'better for the environment' Sunoco FR racing fuel.



The Ginetta Championship is one of the fastest growing

championship in the UK with grids over 40 cars per race. The Ginettas conveniently race at the same weekend as the British F3 and GT cars.

Very Strong Brand Names

Our aim is to increase our portfolio with exciting brands so that we become a true 'one stop lube and fuel shop'. This year we have increased our range of products with more Sunoco race fuels, the Sunoco oils, the Joe Gibbs Performance race oils and the Sunoco Alky methanol Top Lube.

Meet the Team on the Other side of the Phone!



Anders, Eva, Shaun and Fredrik outside our Dorset office

Anders Hildebrand is our enthusiastic ex racer owner and the driving force behind Anglo American Oil Company Ltd.

Eva Hildebrand is responsible for all bookkeeping and makes sure that all invoices are dealt with properly.

Shaun Williams is our Lubricants Manager and has been with us since May 2004. Shaun's main responsibility is to develop the lubricants business but also happily sales race fuels.

Fredrik Tobiasson is our Operations Manager and works with all import/export, freight, budgets, taking of orders etc He joined the team in October 2001.

Added Range of Sunoco Race Fuels

We have added some very exciting Sunoco fuels to our already wide range of race fuels:

Sunoco GT Plus boosts the highest octane rating of any unleaded race fuels (109RON, 99MON) and an extremely high oxygen content of 4.5% to help air restricted engines to breathe. In America this fuel is extremely popular amongst short oval stock car racers.

Sunoco MO2X, which stands for motocross, is a very high octane (115RON, 109MON) leaded and oxygenated (2.7%) race fuel designed for small capacity high revving 2 and 4

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stroke engines. The combination of lead and oxygen provides excellent results in high compression carburetted engines.

Sunoco Supreme NOS is especially designed for cars and bikes running NOS system. Its extremely high octane rating (+120RON, 113MON) and fast burning properties provide excellent protection at any level of NOS boost.

Sunoco Lubricants Programme

Sunoco has been making lubricants in Belgium to suit the European market since 1935. The programme consists of mineral, semi-synthetic and synthetic engine and gearbox oils of all viscosities. The quality and performance of the Sunoco Lubricants range is excellent considering how keenly they are priced.

Our aim with the Sunoco Lubricants is to widen our portfolio with well priced oils for high performance garages. The Sunoco oils are made from the finest base oils and additive packages and to meet the latest API and ACEA standards. We have found that many of our customers' real business is in the car servicing sector. With the Sunoco oils we will be able to offer high quality semi-synthetic and fully synthetic oils at very attractive prices.

In addition we expect the Sunoco SAE10W-60 race oil to prove very popular.



Sunoco Alky

No, unfortunately we have not started to brew beer in the basement. Alky is short for Alcohol as they popularly call Methanol in the states. Methanol is a powerful fuel but which unfortunately has many disadvantages. The lubrication of valve stems is non-existent and it dries out the whole fuel system perishing rubber fuel hoses, seizing fuel pumps and attacking aluminium etc. Sunoco Alky is a top lube which not only increases lubrication but also gives a protecting surface on all components in the fuel system. According to the Sunoco distributors in the States the Sunoco Top Lube is the best on the market plus it has the advantage that it burns visibly meaning that not only the driver will notice when he is getting a little bit too excited..... It is sold in a 215 ml tub which will treat a 205 litre drum (45 UK gallons) at £12.50 plus VAT.

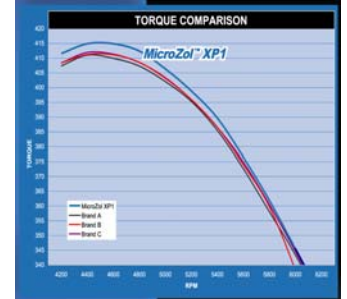
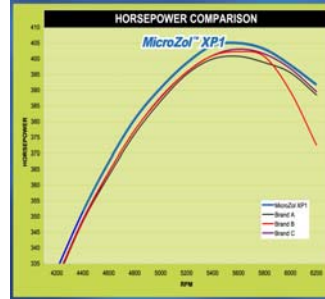


Joe Gibbs Performance MicroZol™ Synthetic Racing Oil "RACERS PAY ATTENTION"

In NASCAR even a small increase in engine power is extremely important (as well as longevity of course) when the stockcars do battle. Joe Gibbs Racing, one of the larger NASCAR teams started a satellite project with the largest oil additive company in the world, Lubrizol, with the aim of developing the ultimate race oil. Focus was on minimum friction loss and maximum protection of the engine. *Basically the API and ACEA oil approvals focus on road going vehicles with long*

service intervals rather than performance.

The Joe Gibbs Performance oil has been tested and fine tuned over the last 5 years in their own race cars. In fact it has been used in all their race cars in every race for the last 5 years with increased power, less engine failures and two NASCAR Nextel Cup Championships as the result!



Tests have shown that the Joe Gibbs Racing oil gives 1% more power than other well known synthetic race oils of similar viscosities. It does not sound that impressive but if you have 300 BHP it is an extra 3 BHP!

The oil is rated SAE5W-20 which is even more remarkable as the NASCARs normally use SAE20W-50 or SAE15W-50 oils. Check out the full story on www.joegibbsracingoil.com

Spotted by the Historic Racers

Many of you will remember the Sunoco Penske alliance in the 60s and 70s with famous cars like the Sunoco Penske Corvette, Sunoco Penske Camaro and of course the Sunoco Penske Lola T70 MkIIIB tearing its fellow competitors apart.



Our story really starts at the Goodwood Revival Meeting in September last year when we were asked to supply the racers with a high octane leaded fuel and a 'pump' service. The specially blended R 6SR (105RON and leaded) was an instant hit with racers reporting increased responsiveness and improved power. That led to Julius Thurgood from TopHat racing approaching us to become the official fuel of TopHat which we could not refuse.



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This means that we will support most of the TopHat events with our fuel truck and pump R 6SR into your cars or jerry cans. Please give us a ring and pre-book your requirement so that you are ensured that your need of fuel is guaranteed. In addition the truck will be full of the 76 High Performance engine and gear oils, and R brake fluids.

In 2004 we supported the October Mallory round and the reopening of the Aintree racetrack in November. We are now in discussions with a couple of other historic race series that wish to provide their racers with a similar service.



Rally Competitors going Mad



'The lid is off, the cork is out, the floodgates are open...'

These are a few expressions that can be used in conjunction with the increase in sales of the R FT (meaning FIA Turbo) fuel during 2004. Since 2003, when Jonny Milner won the British Rally Championship with the R FT, we have quickly increased the awareness and popularity of the R FT. More and more engine builders have discovered the extra power and safety against knock it provides in air restricted turbo engines.

To enhance our service to our rally customers we have decided to support all BRC and National Gravel Championship (formerly ANCRO) rounds during 2005. We will typically be present in the central service area from the start of the rally to the finish of the event. Please make sure that you pre-book your fuel to avoid disappointment at the event. We will always bring as much extra fuel as possible but if you do not pre-book we might simply run out.

As part of our service we will carry engine, gearbox and brake fluid from 76, Sunoco, Joe Gibbs Performance and R on the race fuel truck.

See you at Rallye Sunseeker 25th to 26th February!

Launch of Special VW Aircool Oil



The 76 oil brand has a strong association with the VW custom and performance market going back to the west coast of American in the 1960's. To help fly the flag of these quality oils and raise awareness to prove the brand means more

than just orange aerial balls, we have created our own promotional VW camper. Shaun and Fredrik went on a small tour involving the Cornwall Jamboree and the Christchurch VW show. The results from the shows were great and we therefore decided to launch a new VW oil. Our oil is called Super 30 and is available in 5 litre cans and comes with an API SL standard to enable extended service intervals.



Tech Tips Oils

Understanding your engines need of lubrication is vital to make the right choice of lubricants to gain maximum performance from your engine. You are possibly aware of the fact that all oils thin out with increasing temperatures. In the 50s and 60s all race oils were straight oils due to the fact that the additive technology available for multigrade oils could not withstand heat resulting in those additives breaking up with loss of oil pressure and damaged engines as a result. The downside of straight oils are of course that they are very slow flowing when cold and therefore damaging for the engines due to oil starvation during start and warm up.

The higher the SAE numbers on the can the thicker the oil is.



Please note that the last two digits (e.g. 50 in a SAE20-50 oil or in a SAE50 straight oil) indicates the thickness at 100°C.

When making a multigrade oil you always start with a thin straight oil to get the flow when cold and thereafter add multigrade additives also called thickeners (these reacts the opposite way to oil when heated—i.e. they get thicker) until the warm running properties are met (at 100°C). This means that a SAE10W-60 has more thickeners than a SAE10W-30 oil and therefore are more sensitive to excessive heat. However, this depends on the quality of the additives. A good engine oil contains between 10-20% of additives of good quality. Cheap engine oils are cheap because of the fact that the additive technology used is...cheap and will therefore not withstand race conditions.

The best investment for any high performance engine is therefore obviously that you should use good quality oils suited for your engine and running temperature! Call us for more information on the 76, Sunoco and Joe Gibbs Performance oils and we will be more than happy to advise you absolutely FOC!

So Many Octane Numbers.....

RON, MON and AKI octane numbers -what is it all about? Let's start from basics without going into details. RON stands for Research Octane Numbers and is a measurement of how much cylinder pressure the petrol can take under half throttle and half load situations at low RPM (600). MON stands for Motor Octane Numbers and is measured at full load and wide open throttle applications at higher RPM (900). Both tests are done in a single cylinder engine in a controlled environment. In real life (a racing engine) a high MON is more important than a high RON as you are supposed to be on full throttle all the time!! Also cylinder pressure (the product of static cylinder pressure and valve opening times, overlap etc), design of piston

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(a domed piston needs more octane), bore (larger needs more octane), material in block and cylinder heads (aluminium dissipate heat better than cast iron so that you can run higher compression) and combustion temperature will affect the need of octane.

However, this is not entirely true for all engines as turbo engines have a completely different build up of pressure and therefore more sensitive to the chemical build up and density of the fuel than normally aspirated engines.

As a guideline Super Unleaded petrol has 97RON and 86MON minimum but rarely more as octane cost money. Our lowest octane is the R MR MSA conformant fuel of 100RON and 89MON and the highest is the Sunoco Supreme NOS of 120+RON and 113MON!



If you experience detonation (fuel/air mixture explodes spontaneously before the flame-front reaches it) you can temporarily cure it by retarding the timing. Unfortunately this will result in loss of power and a hotter running engine (which could mean more detonation) as some of the fuel that did not manage to burn inside the engine will continue to burn when it leaves the engine—a viscous circle. The only real cure is to either lower the compression ratio (reduced power) or use a higher octane fuel.

Unfortunately it does not get any easier when America and Europe do not talk about the same octane numbers. In America they talk about AKI which stands for Anti Knock Index and is the average of RON and MON. i.e. the AKI for Super Unleaded is $(97+86)/2 = 91.5$. In Europe the fuel station pumps only display the RON so there have been some serious misunderstandings over the pond.

Please give us a ring and we will be more than happy to take you through your engines requirement!

Logistical Change of Warehouse Operations



We were in the slightly awkward situation of having two warehouses for our products. One in Dorset for the oils and one in Berkshire for the fuels. This meant that it was not cost effective for you to order fuels and oils at the same time as they had to be sent by two different carriers. So in September last year we moved everything to Berkshire and are now able to quickly dispatch oils and fuels at the same time with great savings in transport costs.

Super Deals on Oils

As we appreciate your business we have decided to assist all racers that buy racing fuels from us with some very special prices on the oil products. You can now buy all R brake flu-

ids, and 76, Sunoco and Joe Gibbs Performance engine and gearbox oils at Motorsport prices! Please give us a ring and we will be happy to discuss all your requirements.

The R 600+ racing brake fluid is good enough to win the BTCC, F3, GT and FIA F3000 Championships so it should hopefully be good enough for you as well. The engine oils are available in SAE5W-20, SAE5W-30, SAE10W-30, SAE5W-40, SAE10W-40, SAE15W-40, SAE5W-50, SAE20W-50 and finally SAE10W-60. The gearbox oils are available in ATF, SAE75W-90, SAE80W-90 and SAE85W-140 in Limited Slip format.

Try our race winning oils - they will not disappoint you!

A Sliding Japanese Market.....

What do you do if you have a very powerful rear wheel drive car and are Japanese and there is not enough space for a race track?? You invent Drifting of course. Drifting is the 'in' thing to do and to be honest it is very exciting to watch. Suddenly it is not the fastest line through a corner that is considered best, on the contrary it is the slowest and most sideways and with most smoking tyres that will earn you the accolade in this mad world.



We have been involved in Drifting through Option Motorsport, one of our most faithful 76 oil customers, since its inception and we must admit that it is great fun.

Option Motorsport have been devoted to using the 76 lubricants in their workshop since 1999 and swear by the 76 High Performance SAE20W-50 Synthetic Oils which they find protects these extremely highly tuned turbo engines better than any other oil.

Crude Oil and Steel Price Increases

As you have heard on the News the cost of crude oil and steel have increased dramatically during 2004. Unfortunately oil and steel prices affect our costs directly but we have tried our best to cut our margins to keep price increases under control.

In most cases we have managed to keep them as they were in 2004 due to increased volumes and on those products that we have been forced to increase prices, these have been kept to a minimum (below 5%).

Wishing you all the best in your business and racing in 2005!

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