

Anglo American Oil Company Ltd

Crude News Summer 2005



This season has taken us by full storm. Not only are we establishing distributors in Europe for the Sunoco Race Fuels but we have also been very busy supporting more race series who have requested our presence in the paddocks.

Strengthening the Support Team!

We would like to welcome Justin Little to Anglo American Oil Company Ltd as our Warehouse Administrator. Justin has been working part time for us for several years and has always been a safe and trustworthy link in the supply chain. Now when our volumes are growing we felt that it was time to get 100% of Justin's services.



Justin "snapping" in Thruxton pitlane during British GT race end of May

Justin is a great race enthusiast and therefore an invaluable asset to the company. Justin appreciates the importance of having your products packed and delivered as quickly as possible. Our warehouse is based in Berkshire, whereas the office is in Dorset, so we are relying on modern technology to get each day's orders out in time.

Jon is back! Event Logistics Manager Jon Alcock is back in the country after a 6 months round the world trip with his wife Katie. We are lucky to have him back really as he and Katie were only seconds from being swept away by the tsunami in the Pi-Pi islands. If you have some time in the paddock (and a couple of beers) Jon can tell you the most amazing stories from his adventures. After the tsunami disaster



Jon ensuring that Jon Smirthwait does not get wet at Pau (Top Hat) in France.

Jon pledged to "never" cut his goaty beard but after getting it stuck in the zip of his motorcycle leather jacket practicality had to prevail and he now sports a trimmed version.

Official Fuel of Grand Prix Masters and Gentleman Drivers

Building on the success of our supply of the R6SR (105RON leaded) race fuel to the Top Hat racers we were approached by both Grand Prix Masters and Gentleman Drivers for the same service. The result is that we are now the official fuel of both these championships which for us works really well as they very often race on the same weekends.



Grand Prix Masters and World Sportscar Masters are both using the R6SR whereas the Gentleman Drivers are using the R5SR conforming to the FIA regulations for leaded fuels (100RON and 91MON).



Historic Support Proves a Success

We are very pleased that all of you who used our service at Donington Park 1st and 2nd of May appreciate the "pump" service developed at Goodwood Revival Meeting. We are, at each meeting, getting more and more positive feedback; how clean it is burning; less build up of carbon in combustion chambers; detonations a distant memory and finally, how convenient it is to be able to just fill up your precious race car at the circuits and not being forced to break laws regarding the transport of hazardous goods.

Going to Europe is of course a big problem as it is totally forbidden to transport petrol, other in the race car's own tank, on passenger ferry services. As we are committed to supporting the historic series and Sunoco is the official fuel of Top Hat, the Mas-



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ters and the Gentleman Drivers we headed for the South of France and the great 'Grand Prix de Pau Historique'. The only ferry that is guaranteed to take hazardous goods to France sails between Southampton and Radicatel (basically La Havre) so 850km later we were securely positioned in paddock 2 in a "glamorous" location next to the railway station!



PAU—refuelling

However, despite a bit of a logistical nightmare for the Grand Prix master teams that had to cross the race track between races to gain access to our refuelling area, and a bit of interesting "hassle" by the French Customs we had a fantastic time with not too much rain (which is otherwise the norm in Pau) and plenty of good French cuisine.

Honestly, Katie we are working really hard.....



PAU—Top Hat grid



Breakfast on the go!

Our Rally Support is Gaining Momentum

We have this year supported the British Rally Championship and the MSA National Gravel Championship (formerly known as the ANCRO) to build our customer base within the rally market. We are mainly supplying the rally boys with FIA conformant race fuels of which we have two great alternatives to choose from. The RFT which is specifically designed for turbo engines and the competitively priced Sunoco FR (the fuel used by the British F3 and GT cars) which works fine in both turbo and normally aspirated engines. In fact test after test has proven that the RFT is the most powerful FIA conformant turbo fuel currently available on the market and as a plus it is very competitively priced.

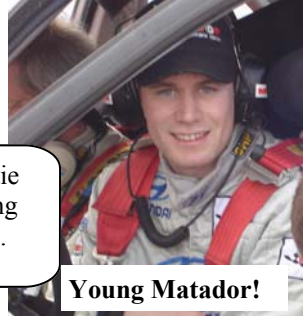


Craig Middleton in his Hyundai Accent WRC car won the Matador International Gravel Rally with his father Graham in an amazing 3rd overall in a very old 2 wheel drive Hyundai!



Matador International Rally at Builth Wells/Mynydd Eppynt—amazing scenery

I bet Craig did not get his pocket money that week!



Young Matador!

At the Manx Rally in the beginning of May, Roger Duckworth won class N8 in his Subaru run by Martyn Spirral and his company Autosportif.



Old Matador!

Sunoco Business News

Sunoco Inc (R&M) in the US has appointed Mike Miller as the new Operational and Technical Manager. Rich McCain is also joining the Performance Products Division. He will be the Assistant Manager for the Technical and Operations area, reporting to Miller.



Mike Miller

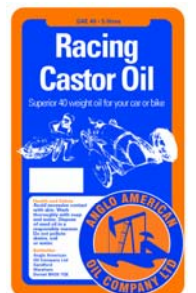


Rich McCain

"I am confident that both Mike's and Rich's knowledge, experience and interests are a perfect match for their new challenge," stated Rob Marro, General Manager, Performance Products & Automotive Events for Sunoco. "With their experience in fuel development and testing, we are looking for exciting innovations from this department. As the motorsports industry evolves, we are confident that Sunoco will continue to be the industry leader with the addition of these two individuals. We are looking forward to working closely with engine builders, sanctioning bodies and competitors to meet the new technical requirements for racing gasolines for today and into the future."

R CASTOR 40 Racing

In response to our increasing involvement in historic motorsport and interest from Methanol fuelled racers in general we have developed our own racing castor 40 weight oil—the R Castor 40 Racing. This will be available in a 5 litre size and we plan to have this with us at the Silverstone historic meeting at the end of July.



New Sunoco Product in Stock

We are now out of stock of the popular 76 Prostock 118 and have therefore stocked up with the Sunoco's direct replacement - Sunoco Maximal to ensure continuous supply of specialist fuel to our racers of high compression engines. The

Sunoco Maximal is a very high octane (118RON and 114MON) leaded and fast burning fuel especially designed for high revving, high compression engines. It will be available in both 25 and 200 litre cans. Please call our technical helpline 01929 551557 for more information.

Appointment of Dutch and Belgium Agent

We are very pleased to announce that we have a new agent in Holland and Belgium with long experience in the selling of racing fuels. Marc van Dijk has been an Elf agent for many years but felt that it was time to start working with a more competitive fuel brand. We are delighted to have him on board as many of the Sunoco fuelled racers compete abroad in series like Belcar and the Dutch Super Car Series. Marc will provide full technical and product support and can deliver to any race track in Holland and Belgium subject to advance warning of course. This means that it will be much easier for you to go racing in Europe as "ferry" problems will be more or less avoided.



Steven, Angelie, John and Marc outside their warehouse in Holland.

British F3 & GT Championship is Growing Steadily

Thruxton at the bank holiday weekend in May had the greatest start field ever with 28 cars on the grid. The competition is extremely tough and although the race is an hour long the cars are driven flat out all the time. The Scuderia Ecosse Ferrari of Nathan Kinch and

We're winning!



Smiling team owner - Stewart Roden!

Andrew Kirkaldy have been the ones to beat this year in the GT2 category, and Piers Masarati and Dimitris Deverikos in the Tech 9 Porsche 996 in the GT3 category.

Keith Ahlers and Oliver Bryant in their first ever win in the much loved Morgan Aero 8 at Thruxton and finished off an excellent weekend with a second in the subsequent race.



Keith Ahlers ecstatic with first British GT3 victory at Thruxton!

"Braking" Tip of the Month

With all that extra power we are providing you with the R and Sunoco race fuels we must make sure that you can slow down fast enough as well. The R600+ is just the ticket and just to make sure that you are reading this newsletter we will let you buy one (1) box (12x500ml) of the R600+ at **£40+VAT** (normal retail is £119.35 (incl. VAT) with your next fuel order!



Used by British F3, GT, BTCC, BRC and F3000 Champions!

Tech 9 relying on 76 oils!

Phil Hindley is the owner of Porsche garage Tech 9. Phil, a very fast racer himself, has been using the 76 High Performance oils in both his garage and his race cars for many years with great success. Phil says: "We are using the 76 High Performance SAE20W-50 mineral oil in the older Porsches and the 76 synthetic in the newer cars. The 76 oils have a great combination of performance, quality and price. In addition we are using the R 600+ in the race cars and the R5.1+ High performance brake fluids in the road cars".



Danny, oiling an already slick Tech 9 / Porsche GT3

Fuel Tech! Specific Gravity and oxygen in the fuel?

To get most out of a race engine it needs to be able to breathe. Without oxygen the petrol would not burn inside the combustion chamber so the more oxygen you can get into the equation the better the result. However, it is important to remember that you need to be able to give the engine more fuel as the Air to Fuel ratio should stay the same after changing from a fuel without oxygen to one with.

Nitromethane and Methanol which are highly oxygenated fuels contain more than 50% oxygen and are very powerful fuels (but there are many, many disadvantages as well).

Oxygen in fuel is normally provided by MTBE or Ethanol as the oxygen carrier. MTBE contains 18% oxygen and Ethanol 35%. Sunoco is using Ethanol as it is a renewable resource and also biodegradable whereas MTBE (used by most, if not all other European race fuel manufacturers) is not renewable or biodegradable and in addition contaminates the groundwater. Normal air contains 20.95% oxygen so using a fuel like the highly oxygenated 109 octane Sunoco GT Plus which contains 4.5% oxygen means that you give the engine 21% more oxygen so you will therefore have to increase the fuel to maintain the ideal A/F ratio for the engine.

The advantage of oxygen is not only more power but also cleaner emissions. In air restricted engines, like the British F3 engines the power is restricted by a 26mm air restrictor. The control fuel Sunoco FR contains 3.6% of oxygen and therefore can "bypass" the restrictor resulting in more power.

Specific Gravity - when you have an engine that is optimised on a fuel it is important that the Specific Gravity does not change throughout the season. The Specific Gravity is the weight of the fuel which is normally between 0.72 and 0.76 kg / litre on normal road fuels. The problem is as the normal pump fuels are designed to just meet the British Standards and to be as cheap as possible, the SG will change from delivery to delivery and throughout the UK. This makes it very risky to optimise an engine on pump fuel (you know all this so we are possibly preaching to the already converted) as the change in SG will directly affect the A/F ratio which could lead to a perfectly healthy engine detonating.

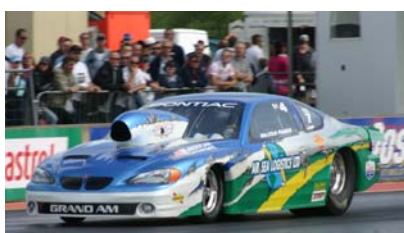
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If you go from a fuel with the same burn characteristics and the same oxygen content to a fuel with a lower SG you need to give the engine more fuel. Likewise if you get a fuel with higher SG you need to decrease the fuelling to maintain the same A/F. In addition, the following changes have to be taken into consideration for engines not running fuel injections and a close loop lambda.

Changes in outside parameters—the following rules apply:

- Coolant temperature—higher needs more fuel
- Intake air temperature—higher needs more fuel
- Humidity—dry air needs more fuel
- Barometric pressure—higher needs more fuel
- Altitude—higher needs less fuel

Super Comp Racer Malcolm Francis on Sunoco Alky



Malcolm, whose company Airsea Logistic is doing all our import excise customs clearance, is a keen drag racer in the Super Comp class. The Pontiac runs on

Methanol mixed with the Sunoco Top Lube Alky which we wrote about in the last spring Crude News. Malcolm finished runner up at the main FIA event at Santa Pod end of May by only 0.0007 seconds..... *the usage of Sunoco Alky Top Lube minimises valve train wear and reduce corrosion in the fuel system.*

Horizon Motorsport Expanding with 76

Horizon Motorsport was formed by Mike Foster in 2002 after spending 6 years as a freelance TVR Tuscan race engineer. Today the company which specialises in TVR and Lotus consists of Mike, Wendy, three full time technicians and one apprentice. Despite very busy weeks in the workshop Mike is still finding time over the weekends to go racing, running Porsche GT3s, Porsche 944 turbos and the famous carbon fibre bodied 310BHP turbo charged Lotus Elise hill climb car of Mark Waldron.

The company is moving into larger purpose built premises to accommodate the demand of their increasing customer base. Horizon Motorsport has from day one relied on the 76 Lubricants and as Mike points out: "Customers have commented that their car "runs better" or is "a lot quieter" and this is due to the fact that we use such a good quality oil".



If you are running a business similar to Mike, and are not already using 76 or Sunoco oils, give our 'well oiled' Shaun a ring and he will happily talk you through the range of oils.

Change of Warehouse a Success!

We mentioned in the Crude News Spring 2005 that we were in the process of merging two warehouses into one to enable you to buy fuels and oils at the same time. This has proven a great success and we would like to thank all of you that have started using our 'one stop fuel and lube shop' service.

To encourage "all" of you who are using our race fuels but have not yet switched to the 76 or Sunoco oils (by the way the Sunoco SAE10W-60 racing oil is a huge success) **we will send all oils that are ordered at the same time as your race fuel without any additional freight charges.**

Next time you order - don't forget to ask us what our comparable race-winning oils will cost - we can guarantee you that you will be pleasantly surprised. Just remember to quote "Crude News Summer 2005" when you call!

Official Fuel of Group C - GTP Racing

Serious race cars need quality and consistent race fuels. We are talking serious machines here. Charlie Agg's Nissan R90K06, Simon Pullan's Porsche 962 CK6, Nick Randall NPT1 Nissan 1990 GTP, Graham Hathaway Jaguar XJR12LM just to mention a few famous cars and drivers challenging each other at amazing speeds at famous high speed circuits.



There are over 40 of these cars that are actively racing throughout Europe of which many were already running the RFT turbo fuels or the high octane leaded fuels from Sunoco. Increasing problems for teams to transport fuels on ferries (basically it is not allowed) and by road have now been solved with the appointment as Sunoco as the official fuel of Group C-GTP racing. As part of our commitment we will deliver directly to the race circuits all over Europe.

Many think Racers are Mad - they are NOT!

Don't ask us how we got involved as the official fuel of the World Water Ski Racing Championship in Hunstanton in Norfolk in the beginning of June. Imagine 6-meter speedboats with 8 litre Chevy engines and double turbos producing at least 1,400 BHP racing each other around a circuit at



speeds up to 120 MPH - TOWING A WATERSKIER! Absolutely madness but great fun! A ten-day event where boats had to be taken out of the water to be refuelled - at the end of the week our arms were like Popeye's after pumping thousands of litres of fuel a day.

Until next Crude News - Happy Racing!

Anders, Fredrik, Jon, Justin, Shaun and Eva
Anglo American Oil Company Ltd
Sandford, Wareham, Dorset, BH20 7QE
Tel 01929 551557, Fax 01929 551567,
info@aaoil.co.uk, www.aaoil.co.uk

