

Anglo American Oil Company Ltd

Crude News Spring 2010



RACE FUELS



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Derek is not two tired.

You know Spring has sprung because a couple of months ago it was cold, wet and miserable, and it's now slightly warmer, wet and miserable. We'll reuse that joke for summer, too. Spring arrives with cuckoos and lambs, and males bidding their mates (as in wimmin) farewell and retiring to garages, sheds and racetracks the land over until the end of October. They then return older, oilier and poorer, but happier and with tales to tell their grandchildren of derring-do and derring-do not.

Some of the hardier species, such as the rare Swedus Andus Hildebrandii, remain out all year, even through Winter, migrating on occasion to the (generally) warmer climes of Florida for the great gathering known as the Rolex 24 At Daytona. He went with another hardy species, magnificent in his white winter plumage, the Geordii Dereki Johnstonus, winner of the 2010 Sunoco Rolex 24 At Daytona Challenge, and entourage. It's a cracking story and relived in 17,000 words on the back page...

A quick word...

Anglo American Oil Company Ltd celebrated 10 years of trading last year; we're now into our second decade and this year already is flying past. Well, Sunoco Race Fuels do make you go more quickly...



It's been a busy few months so far in 2010. The year began with snow, which caused a few problems for our intrepid 2010 Sunoco Rolex 24 At Daytona Challenge winner Derek Johnston both leaving here for the Roar Before The Rolex 24 and when he arrived in Florida. Worst snow here for 30 years and the first snow at Daytona Beach for 15 years. He and his team prevailed, however, as you'll see elsewhere in this edition.

Next was the Autosport show at the Birmingham NEC. A great time was had by all, catching up with old chums and making new ones. We had the pleasure of the company of Alana France – International Speedway Corporation's Director of International Community Development – and Joe Gibbs Racing's Lake C Speed

Jr at our stand and for media events. Alana continues to spread the word here about the viscerally-thrilling world of GRAND-AM road racing, and we're right behind her with that.

Also at Autosport (see pic above), we secured the deal to supply Sunoco Race Fuel to the Britcar 24 and later to supply Sunoco as the BRC control fuel until the end of 2011.

We were back to the US later in January for the Rolex 24 At Daytona, with around 40 of our friends and Derek's family and fans for the big one. Suffice to say the entire Rolex 24 is pure balls-out Americana from start to finish – and great fun. You should think about joining us for it next year; full details will follow in a later edition.

It's going to be a superb year for us and we wish you a truly splendid year, too. So much more to say, but time's a-marching and there's so much to do. Visit us at aaoil.co.uk today.



Anders congratulates the world's fastest McDonald's delivery man.

Anders Hildebrand/Managing Director

Sunoco-BRC ink deal until 2012

Sunoco will be the official controlled fuel supplier to the MSA British Rally Championship for at least the next two years.

Two options of fuel are available: RSUR, a specially-blended, oxygenated 99-octane, super-unleaded specification and Sunoco CF, an FIA-conformant 102 octane, with the former being the control fuel for this year's BRC Challenge.

In keeping with the MSA championships commitment to improvements in rallying's environmental impact, the fuel will be supplied on events in a safe, controlled location by an agent appointed by Sunoco.

How Tuff are your Jugs?

Tuff Jugs have non-skid bottoms and are designed not to drip, leak or spill, unlike some other jugs and er... perhaps bottoms.



Conceived in the US for the off-road market, they also make perfect practical sense on the race track.

Each Tuff Jug has a 20-litre capacity (4.4 gallons

for those who still think in old money) and comes in the fetching hues of blue, red, orange or white. Tuff Jugs have ergonomic handles and fast-pour "ripper" spill-proof caps that stop fuel flowing when the tank is full.

How fast is a fast-pour ripper cap? Twenty litres in 75 seconds through the 35mm-diameter neck of the HDPE Tuff Jug should be fast and safe enough for most people.

Now, speaking of things that go rather swiftly...

News travels fast



You've probably heard of the spiffy Angelic Bulldog Project. Simply, it's a streamliner set to break the world outright motorcycle land speed record, which stands at 367.2mph, and bring the title back where it belongs: the UK. Project leader Gabriel (Angel, geddit?) Uttley is confident that Angelic Bulldog will exceed 400mph, which should keep the title here for some time to come.

We – in the guise of official Europe and Middle East distributor of Sunoco – are proudly sponsoring this venture, supplying a race blend of E85 Biofuel. Visit www.angelicbulldog.org.uk for more info.

New Sunoco and R Race Fuel distributor for Italy

Anglo American Oil Company Ltd has, subject to agreement, appointed Winning Performance S.r.l. as distributors for Sunoco and R racing fuels in Italy. Winning Performance is a new company run by F. Busuttill Service Station Limited, which has been the Maltese distributor for a number of years, together with an Italian partner who has many years' experience working in Italian motorsport.

Sunoco and R racing fuels are now available to racers in Italy who value quality and consistency and look to take benefit by using Sunoco and R fuels in all racing disciplines.

We are, naturally, excited by expanding the availability of Sunoco and R Race Fuels into Italy, a country with a rich racing pedigree in all different aspects of motorsport.

British racers looking to utilise Italian tracks for off season testing are encouraged to contact Adrian for your race fuel requirements.

Contact Winning Performance

Adrian Busuttill: adrian@winningperformance.it or tel +356 99477517
Francesco Galluzzo: info@winningperformance.it or tel +39 3339403755;

Winning Performance S.r.L., Via Ennio Quirino Visconti 103, Roma, 00193, Italy

Sunoco to supply Silverstone Britcar 24hr

Now in its sixth year, the Silverstone Britcar 24hr Race – to be held 1st-3rd October 2010 – is an event popular with drivers and spectators alike. It's bound to be an excellent race this year, and well worth 24 hours of any petrol-head's motorsport life.

Said James Tucker, Director of Britcar Ltd, "The event will see the largest ever fuel supply and delivery for a single race in the UK, a logistical challenge that Anglo American Oil Company is well-placed to meet."

Visit www.britcar24hr.co.uk for more info.



James Tucker (left) and Anders Hildebrand.

Sunoco fuel in

You may recall a shameless bit of self promotion only thinly disguised as a competition launched in *Crude News* where we invited Sunoco Race Fuel users to send in a pic of their car displaying Sunoco stickers. Well, congratulations to Lisburn driver Andrew Bushe for this excellent pic of his Citroen C2 in the European Championship Rally Antibes, near Nice, which takes the biscuit. It also earns him a voucher for 25 litres of whichever spec Sunoco Race Fuel tickles his fancy.

We're delighted to receive pics demonstrating the wide range of cars, engines and race types in which Sunoco fuel is used.

If you'd like to win 25 litres of Sunoco Race Fuel, send a high-resolution photo of your car to andrewj@aaoil.co.uk.



One size never fits oil

Tech
Torque



The following article is taken lock, stock and barrel (of Sunoco Race Fuel), with barely an edit, from joegibbsracingoil.com. We'll feature one of their informative articles in each *Crude News*. Contact andrewj@aaoil.co.uk if you have a topic you'd like covered.

Why use racing oil instead of street car oil?

Street car oils are designed to protect production engines that run in non-extreme conditions over a long period of time, say 5,000 miles. Race engines experience the exact opposite, high temperatures, high revs, extreme conditions for 500 miles. To meet these needs, we have been using custom blended oils for six years. These products are now available to other racers.

What is the purpose of racing oil?

We don't use stock pistons in a racing engine, and the same goes for oil. Racing only oils contain high levels of anti-wear and friction reducing additives that the API won't allow in modern street car oils. That's why many engine builders have seen increased valve-train wear, especially in flat-tappet engines, over the last 6 years.

Aren't all synthetic oils equal?

No, there are many blends of synthetic oil, and most are not specifically designed for racing. As mentioned before, true racing oils contain anti-wear and friction reducing additives in excess of the limits allowed by the American Petroleum Institute's (API) standards. The extra anti-wear additive and the extra friction reducing additives provide superior valve train compo-

nent protection and a performance increase compared to even the best synthetic API licensed oil. Anti-wear additives, like zinc, and friction reducers like moly, combined with superior synthetic base stocks along with other additives yield a formula that provides the best protection for engines without losing power. Joe Gibbs Driven Racing Oil handles a flat-tappet, push-rod V8 turning more than 9000 RPM and seeing temperatures above 240°F (116°C).

What is API?

API, the American Petroleum Institute, develops standards for passenger car oils, and one of the two main considerations for street car oils are emissions regulations and equipment. All current production cars feature catalytic converters for cleaner emissions. Unfortunately, the best anti-wear additive, Zinc, harms cats over the lifetime of an engine. As a result, the API has been reducing the amount of Zinc it allows for 10 years.

The other consideration the API looks at is engine set-up. Prior to 1986, almost all small block GM engines featured flat-tappet, push rod style valvetrains. Those engines have been replaced with roller follower or overhead cam engines. As a result, the API standards have changed to keep up with this change in engine configuration. That is good news for your

street car, but bad news for your race car, especially if you run harder valve springs in your single or double overhead cam race engine.

What are the results of using racing oil for a Saturday night racer?

Most racers who don't use a racing oil tend to use a 15W50 synthetic. These higher viscosity synthetics do a good job of preventing bearing wear, but at a cost. In addition to seeing an increase in power, racers that use our oil see prolonged camshaft life, decreased bore wear, improved valve spring life and reduced operating oil temperatures.

What is the cost difference versus performance advantage?

Just like racing pistons cost more than stock pistons because the material is better, racing oils feature materials that perform better in race engines, and the increase in cost is off-set by an increase in performance. Typically you can expect power gains of 0.5%HP. We've also seen an increase in part life for critical engine parts like rocker arms, lifters, valve springs and camshafts (none of which can be considered cheap!). It all adds up to an inexpensive horsepower gain and a saving on engine rebuilds and a possible catastrophic engine failure.

Is there anything I need to be careful of?

Yes, our racing oils are designed for engines with specific tolerances and surface finishes. Contact Anglo American Oil Company Limited for more information. Shaun William's your man for that. Call +44 (0) 1929 555973 or email shaun@aaoil.co.uk.



Cannes. Nice!



Derek Johnston, winner of the 2010 Sunoco Rolex 24 At Daytona Challenge, in 17,000 words.

for more information.



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Photos by Jakob Ebrey.

