

# Anglo American Oil Company Ltd

Crude News Summer 2006



*Full throttle in every aspect of the business! We have never been as busy as we are right now. The appointment as the official fuel supplier to the Great & British and the HSCC championships is good for the business and great fun. Also more and more oil related specialist products in our portfolio has reflected in rapid growth of our lubricant sales.*

## **Great & British is here to stay**

What a success from day one. Dunlop set out to create a race weekend for Dunlop shod cars and in doing so created an interesting mix of front and rear engined cars combined with



fast sports prototypes. The whole Mini Challenge, as well as the Ginetta Senior and Junior represent the front and rear engined cars whereas the fast and furious Radicals represent the sport proto-

types. We were approached by the championship coordinators at the Autosport show to see if we were interested in supplying the package with a control fuel which we of course were. We chose to supply the Sunoco RMR (100RON, 89MON and 2.7% oxygen) as it conforms to the MSA regulations for pump fuel.

## **Mike Jordan Flies with Sunoco**

Mike Jordan / Team Eurotech has always been a great supporter of our range of products having won many championships using 76 and Sunoco products. This year Mike has left the British GT Championship as a driver (he still runs the Jones brothers in their Porsche GT3RS) in favour of the British Touring Car Championship. Unfortunately regulations prevent him from running our race fuels. However, that does not stop Mike from waving the Sunoco flag as he is using the Sunoco engine and gearbox oils and the



R600+ racing brake fluid. Mike is again backed by his long time partner John Guest (who manufactures quick-fit connections for the plumbing industry) for the BTCC attack and we must admit that the John Guest and Pirtec livery looks fantastic on the white Honda – as does the Sunoco stickers on the front bumper!

Mike bought the 2005 championship winning Honda Integra from Matt Neal and

made it his goal to have a podium finish at the end of the season. However, Mike showed great pace at the premier round at Brands Hatch and went on to score a win at Mon-



dello Park a couple of weeks later. To prove that this was not a fluke he qualified on the front row at Oulton Park the following race and finished second in front of a delighted crowd. Good luck for the rest of the season Mike!

## **Better and cheaper**

In the oil and fuel industry these two words do not go hand in hand especially not in these times of rapidly increasing crude oil prices. However, the FIA conformant RFT turbo fuel which has always been the market leader when it comes to outright power needed to be rejuvenated as we were using some 76 chemicals that are no longer available. Sunoco's tech guys in the States created 4 different designs that went to Autosportif in Bicester to be thoroughly tested on their engine dynamometer to see which one was the best. Frazer McKellar from Motec was there to get the mapping right. We first created a baseline with the RFT as it was imperative to have a turbo fuel that could be run safely on an existing RFT map. All 4 designs proved to give better performance and to be more resistant to detonation than the RFT! With the dyno results and the lab tests to hand we went back to the drawing board to improve the RTC even further.



The first time the fuel was run in anger was when Craig Middleton used it in his Hyundai Accent WRC at the Rallye Sunseeker. The result – Craig won and commented: Excellent

torque and throttle response – made me fly today! Unfortunately oil fires have since resulted in two non-finishes but Craig bounced back to win the Severn Valley National Rally 3rd June.



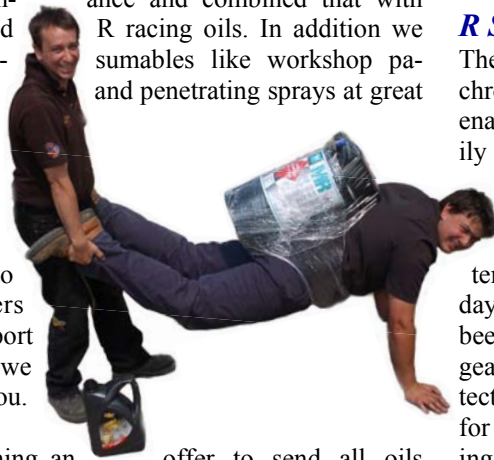
Field Motorsport has just finished a dyno run on one of their Mitsubishi Group A Evo 6 engines and was thoroughly impressed as the RTC increased peak power from 323BHP to 341BHP compared to RFT. Even more impressive was that the peak power was achieved at 4,000 revs instead of at 5,000 revs!

### One stop fuel and lube shop

Our aim has always been to provide the best products at the best prices combined with an excellent and fast delivery service. Most racers know us as a race fuel supplier but more and more realises that we also offer a quality range of high performance oils.

Having recently spent a lot of time and money on research and development of new oil products we believe that we now have one of the strongest lines of high performance and racing oils on the UK markets.

We have handpicked the best product lines from 76, Sunoco and Joe Gibbs Performance and combined that with our specially developed R racing oils. In addition we now also stock competitor, brake cleaners and penetrating sprays at great prices.



The whole idea is to offer a complete service of top of the range consumables to save our customers money, time and transport costs – one call and we will sort it all out for you.

We are currently running an offer to send all oils without charging any delivery costs if sent together with the racing fuels (we will only charge you the normal freight cost for the fuel). If you call us before midday we will deliver it to you on a next day or at a discounted 2-3 day service.

Please give us a ring and we will be more than happy to talk you through the different oils we have on offer.

### New retailers on board

**MT Motorsport** is owned by Mike Topp who specialises in supporting 750 club meetings with his dedicated support truck. Mike has previously promoted Red Line oils, Castrol and AP brake fluids but has found that the product range of Anglo American Oil Company Ltd covers all areas of



his customers needs. The combination of the well priced high performance mineral oils from 76 and the super technical NASCAR winning PAO/Ester oils from Joe Gibbs Performance has proved very successful with many happy customers. Furthermore the Sunoco Synturo SAE10W-60 is a very popular choice for many racers.

**Bryce Wilson**, former Nissan Touring Car test driver, started If Motorsport 3 years ago to run cars in various championships. Over the last years the business idea has developed from running cars to establishing a racing shop at the Knockhill Circuit.



With this prime position If Motorsport is in pole position to sell motorsport related products and consumables to all of Scotland's track day and race cars. We are very pleased to be their preferred supplier and despite the partnership only being in operation for a couple of months, Bryce has been very active (and successful) in promoting our range of oil products.



### R Synchro 80

The R Synchro 80 gearbox oil is Gavin's baby. Modern synchromesh gearboxes are typically running thin ATF oils to enable "aunty" Doris to change gears easily when the gearbox is cold. The problem with ATF fluids is that they do not protect gears very well at high loads or at high temperatures (racing or track days). The solution until now has been to use a GL5 SEA75W-90 gear oil which is great for protecting the gears but too slippery for the synchromesh rings resulting in crunchy gear changes and/or a damaged gearbox.



The R Synchro 80 is a fully synthetic gear oil with a comprehensive additive package developed to protect the gears even at high temperatures. At the same time the GL4 additives enable the synchromesh rings to fully engage and with a viscosity just slightly thicker than the average ATF fluid it actually means that aunt Doris can easily shift gears without double clutching at cold ambient temperatures.

Steve Guglielmi at Guglielmi Motorsport who runs the works Mazda rotary RX8 cars in endurance racing had lots of problems last year with the gearboxes when running a GL5 SEA75W-90 gear oil. Switching to the R Synchro 80 saw the gearbox temperatures go down an average 20°C and reduced the earlier gearbox problems to zero!

**Keith at Dialynx on Joe Gibbs Performance SAE75W-110 gear oil**

Keith Murray, a very successful hill climb and circuit racer, has been a long standing fan of our racing fuels through his Audi specialist performance garage Dialynx. One problem that Keith has had with increasing power is that the gearboxes tended to give up fairly quickly. When Gavin got a sniff of his problems he recommended Keith to try the Joe Gibbs Performance SAE75W-110 gear oil and to Keith's astonishment he has not had a problem since then! Keith says: "the gear change feels a lot



smoother and the change is much slicker and of course the gearbox is now reliable". So there you are – the right product in the right application solves problems. If you have any problems



whatsoever that you suspect could be oil related give us a ring and we will be more than happy to give you our full attention.

**New fuel delivery system**

We have traditionally pumped fuel to the historic championships by hand to avoid electricity in the vicinity of the fuel. However, it has proven to be quite labour intensive. Also, even if the speed of delivery using our hand pumps has matched the speed of a normal forecourt pump, the perception has always been that it was too slow. We have therefore invested heavily in a new air driven twin pump which delivers up to 70 litres a minute (normal forecourt is 35-45 litres a minute). This pump was especially built for us by Pumptronics in Norfolk, the very same company that built the fuel pumps for the World Rally Championship refuelling areas. The difference is that our pump is the first

(and probably the only one used for this application) that is air driven and operates without any electricity providing the safest fuel dispensing system available.



**Fuel jugs, fuel jugs, fuel jugs everywhere**

Since the last winter newsletter we have acquired the European agency for Tuff Jugs. Tuff Jugs are the only fuel jugs that cur-

rently pass the stringent no spill, no vapour requirements in California. They come fully equipped with a spill safe nozzle which enables the can to be held upside down with no spillage. To start filling you only have to compress the nozzle to release the fuel. The fuelling will continue until the tank is full (or the nozzle is released) when the shut-off system will automatically stop the flow of the fuel to avoid overfilling. These 20 litre jugs will be available in Red, Blue, Yellow and Clear and should be in stock at the end of June.



Pricing is very keen and will be lower than current jugs on the UK market. They are made square to minimise storage space.

**Racing Cool endorsed by Multitek Honda**

Racing Cool is the coolant additive to have. Designed and developed in house, it makes the coolant dissipate heat faster and also reduces the creation of vapour bubbles around hotspots in the cylinder head. Steve Payne, team manager of Multitek Honda Motorcross team, praised the 'Racing Cool' for keeping the coolant temperatures under control during sand



racing events where sand typically blocks the radiator which often results in increased cylinder head temperatures and loss of power. Steve says: "since we started using the Racing Cool we have been very pleasantly surprised how well the temperatures are controlled even though the radiators are partly blocked by sand".

One bottle (250ml) of Racing Cool will treat 12 litres of water/antifreeze. It can be mixed with any known antifreeze and has also a lubricating effect on the water pump.

**Sunoco Motosyn 4T full synthetic SAE5W-40 bike oil**

Through selling more and more race fuels to both historic and modern motorcycle racers it was only natural to add the Sunoco bike oils to our ever increasing range of specialist products. The Sunoco Motosyn 4T SAE5W-40 synthetic oil can be used in any



type of high performance and racing bike engines and is especially suited for wet clutch applications.

### **HSCC new championship**



With the success of bringing high octane leaded fuels to the historic events, Chris Sharples who is the Chairman of HSCC, came to see us at the Historic Racing Car show enquiring if we could support them as well. This made perfect sense as many of the HSCC rounds coincided with our existing historic support calendar. This has meant that with increasing volume we have been able to restrict the increase in price for the R6SR and R5SR by only 5 pence per litre for 2006 despite souring crude oil costs.

### **Aspen Alkylate Petrol**

Tony Gilhome, who many of you recognise from his many years with Dunlop, has joined us as Business Development Manager Aspen. Now you are all probably wondering what on earth Aspen is, am I right?



Aspen alkylate petrol is a ready-mixed 2 stroke fuel for small high revving garden machinery. It is extremely pure and in addition to delivering a convenience factor in being premixed it is the cleanest and safest petrol available. In fact if we look purely at emissions using the Aspen 2-stroke fuel is up to 300 times cleaner than using pump fuel mixed with 2-stroke oil in a small high revving 2-stroke engine!

In addition, normal petrol, contains large amounts of hazardous substances such as Benzene which is carcinogenic, Toluene that affects the nervous system, Sulphur and Olefins which causes smog, ground ozone and air pollution. Aspen contains none of the above and is therefore a much healthier option for the operators of chainsaws, hedge cutters, grass trimmers and lawnmowers. Not to mention the advantages for the environment



The markets we are approaching with the Aspen fuels are councils, the forestry commission, golf clubs and professional users as well as the individual private user. We believe that the Aspen fuel will add considerable strength to our company so that we can continue to offer our unique combination of quality, price, product and service.

*Footnote: Sunoco race fuels starts life as alkylate petrol and contains virtually no benzene and sulphur!*

### **Staff Changes**

Trucker Jon has left us as he felt that riding on his chopper 160 miles each day to work was not viable in the long run especially in the winter (Anders just thinks that Jon got a bit soft). We wish Jon good luck in his new job but he will probably join us now and again at various race meetings when he is bored with normality.

**Replacing Jon** is Rob Goozee who lives much closer to our warehouse and has taking to the job like a duck to water (or maybe better like a turbo car to RTC). Rob previously



worked as a Rigger/Truckee for the Red Bull F1 team before realising that he never had any time to spend with his 7 year old daughter. Even though he now has to be away for many weekends he has

much more time for his family and is very happy with his new position. An added bonus with Rob is that he is a fully trained mechanic so our trucks are now in very safe hands.



Michael Toms has reinforced our team at our warehouse to ensure that orders are packed and despatched quickly and effectively. Mike is as you can see very happy to show off his new state of the art delivery system .....

### **Agent News**

**DUTCH SUPERCAR CHALLENGE**  
Van Dijk racing fuels in Holland /Belgium has become the official fuel supplier to the Dutch Supercar Challenge. The Dutch Supercar Challenge is an endurance racing series very much like the EERC (Britcars) with many English teams competing in both series. Marc van Dijk is conveniently located in the south east corner of Holland close to the Belgium border within easy reach of Spa, Zolder, Zandvoort and Nürburgring. As you are not allowed to take fuel on the ferries Marc will be more than happy to supply you with your race fuel in Europe.

### **And Finally...**

If you have any good feedback that we could write about in the Crude News please do not hesitate to send us a picture and a few words. Also we hope that you will take us up on the concept of "One Fuel and Lube Shop" as simply the more we sell the better we will be able to service you with good products and low prices. Please give us a ring and see if we can improve on your current supplier.

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