

# Anglo American Oil Company Ltd

Crude News Spring 2009



**RACE FUELS**



**Rolex 24 At Daytona  
Driver Challenge  
presented by Sunoco**

**Sunoco official fuel  
of British F3 and GT**

**R Extreme - New  
high temperature  
racing brake fluid**

**Rolex 24 report and  
feature on Daytona  
Prototypes**

**Garwood Motorsport  
Services - New rally  
distributor!**

**iRacing.com - best  
interactive racing  
computer game ever**

*"2009 is going to be very exciting as we are back as the control fuel supplier to two premier race series in the UK - the Avon Tyres British GT Championship and the Cooper Tyres British F3 International Series. We have also launched, together with the International Speedway Corporation (ISC) and Sunoco a new exciting challenge for European racers - the **Rolex 24 At Daytona Driver Challenge presented by Sunoco**. The aim of the Challenge is that the fastest racer in the above mentioned two championships plus the Radical UK Cup and the SPEED sports prototype series will win a race seat in a Daytona Prototype at the 2010 Rolex 24 At Daytona®"*

*Included with this newsletter is our new product catalogue, which I am really proud to be able to present to you. We have tried to make this both interesting and informative, rather than simply presenting a list of products. As always, if you need further guidance, please call and we will happily discuss your individual requirements with you".*

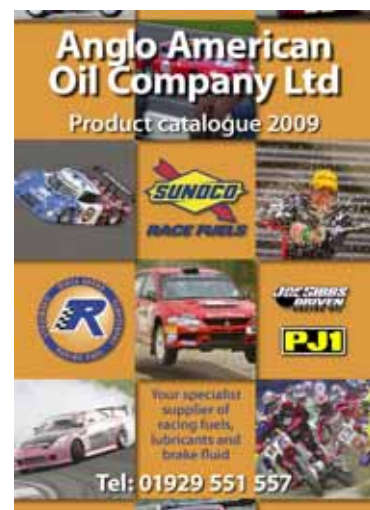
**Anders Hildebrand - Managing Director**

## **British F3 and GT Championships return to Sunoco Control Fuel.**

We are really pleased and proud to confirm that after a three year gap, both of these championships will again be running Sunoco race fuels starting in 2009. The Sunoco CF (RON 102 oxygen 2.7 %) has been selected as the new control fuel and forms the basis of a 3 year agreement between Anglo American Oil Company and series organisers SRO.

In addition to the race dates, we will also be supporting all the pre-season test dates with our on site service. Both series will take us outside the UK. F3 and GT are visiting SPA, while F3 also travels to Bucharest in Romania and Hockenheim in Germany.

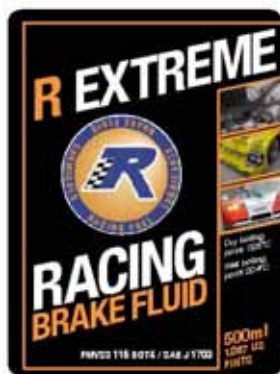
We look forward to meeting both old and new customers alike and wish all competitors success in their up coming season.



## Product launches

We are adding a new brake fluid to our range, called R Extreme. This builds on the success of our existing R600+ which we will continue to stock, but offers even better dry and wet boiling point performance.

Produced by the same manufacturer, it will maintain the consistent and positive brake pedal feel of the R600+. It is aimed at those applications that see really elevated brake temperatures, as can be experienced in endurance racing and for cars equipped with modern carbon brake setups. *The R Extreme will be available from mid March - please call for more information.*



## Rolex 24 At Daytona®

Anders went to the Rolex 24 At Daytona® for the launch of the *Rolex 24 At Daytona Driver Challenge presented by Sunoco* and was hugely impressed with the whole atmosphere, weather, Daytona Prototypes and the organisation and not to forget the race itself. The fight between the top 4 Daytona Prototypes for the last 6 hours of the race was just unbelievable with overtaking, drafting, pit strategies and race speeds merely a second off pole position. These guys were absolutely flat out and when the race was won by David Donohue 0.167 seconds ahead of Juan Pablo Montoya it cumulated as the closest 24-hour major race in history.



Unlike most other circuits you can actually follow the cars from the top of the grand stands for the whole lap – very exciting.

Anders says: “I go to at least 30 race meetings a year but this was something else. Seeing the Daytona Prototypes with some of the greatest sports car drivers in the world behind the wheel on the ragged edge at 195MPH on the banking side by side is an awesome sight. Add the warm Florida weather, sunshine and atmosphere and you have a very exciting weekend indeed. In addition it is very easy to get around and to get close to the teams and drivers in the paddock. I think that if more UK race fans knew how simple it is to get to Daytona Beach (fly from Gatwick to Orlando, shuttle from airport to Daytona Beach) and with all other entertainment like Universal Studios, Disney World and the Daytona Beach within easy reach - this would be a must do experience”.

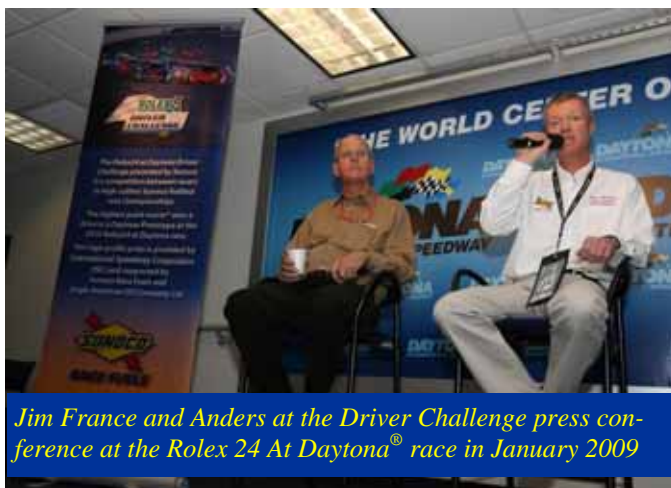
## Rolex 24 At Daytona Driver Challenge presented by Sunoco

A real mouthful but at the same time an amazing prize for the most successful racer in the Cooper Tyres British F3 International Series, the Avon Tyres British GT Championship,



Radical UK Cup and the SPEED sports prototype series. The driver challenge is a result of a partnership between Daytona International Speedway, International Speedway Corporation (owner of 12 major motor stadiums and promoter of over 100 race events including NASCAR and Grand-Am) and Sunoco, who is the official fuel supplier to NASCAR and Grand-Am, and of course a “little” bit of involvement from us.

The thinking behind this massive prize is to create media interest around the driver challenge and as a result increase the awareness of Grand-Am and the Rolex 24 At Daytona® internationally.



*Jim France and Anders at the Driver Challenge press conference at the Rolex 24 At Daytona® race in January 2009*

The *Rolex 24 At Daytona Driver Challenge presented by Sunoco*'s aim is to find the fastest racer in Sunoco fuelled championships in UK/Europe. 2009 is the qualifying year and the winner's prize is a fully paid race seat in a Daytona Prototype in the 2010 Rolex 24 At Daytona® including early January pre-race testing, the race itself, hotel and flights to and from Gatwick airport.

So how will it work? Basically the drivers in the above mentioned championships/series will have to register before the first race (this is free of charge) and will thereafter collect points throughout the year. Points will be awarded with 100 points for a win, 75 for second, 55 for third etc. down to 10<sup>th</sup> position with 20 points awarded for fastest lap and for pole position. In addition the points will be weighted so that the numbers of races (opportunities to score points) in different series/championships will be equalised.

It will also mean that the fastest driver in a 2-driver /car format will get more points than his partner due to the fact that he is probably going to set the fastest lap or qualify on pole position. It also means that it is not necessarily the winner of the championship that is going to win as you will get more points finishing second and claiming pole and fastest lap (115 points against 100 for “only” winning).



It will be very exciting to see who will win this amazing prize. Especially as Jim France, head of the France family who owns NASCAR and also Grand-Am, stated that he is going to choose one of the top teams for the winner. This means that the prize is not only going to give the winner a fantastic experience but also put him in pole position to win the Rolex 24 At Daytona® race.

In addition to this opportunity to race in one of the iconic 24-hour races in a Daytona Prototype at one of the most famous tracks and rub shoulders with the crème de la crème of sports car racers in the world, the winner will be the centre of the media throughout the weekend.

In fact the winner will enjoy a whole year of media exposure throughout 2010 as the European ambassador for the *Rolex 24 Driver Challenge* and could find himself with a great opportunity to build a career in US sports car racing.



### **The Daytona Prototype**

Back in 2003 Grand Am announced the move from the traditional highly advanced sports prototypes in favour of a smaller tubular chassis, close cockpit racer - the Daytona Prototype. The idea was to stop the escalating development costs of LMP1 cars with their exotic carbon/Kevlar materials and bespoke race engines.

A Daytona Prototype is shorter than a LMP1 car forcing the design to be bulkier at the front hence making it nearly impossible to gain advantages in wind tunnels. In addition the tubular chassis is not only cheaper to design and make than a carbon monocoque but also cheaper to repair in the event of a major shunt.

The regulations are tightly controlled and designed to create close racing and to lower the cost of Grand-Am's top class. For



example the brakes must be steel brakes of a maximum 14" fitted with 6 pot callipers. Rims are maximised to 12.5" x 18" at the front and 13" x 18" at the rear and fitted with Pirelli as the control tyres. Sunoco is of course

the provider of the control fuel which in this case is the same as the NASCAR fuel - the Sunoco 260GTX 104RON unleaded, non-oxygenated race fuel.

Suspension-wise the regulations state that the springs must be fitted on the 3-way (maximum) shock absorbers (pushrod system is allowed and used). Remote canisters are allowed but can not be adjusted from the cockpit. Full telemetry including tyre-pressure gauges are fitted and transmitted to the pits throughout the race. The suspension's layout is of a traditional double A-frame design although the rear suspension can not have any pickup points on the transaxle.



Engines have to be based on production engines and although predominantly V8s the Brumos Porsche team that finished 1st and 3rd at this year's Rolex 24 At Daytona® were using a tradi-

tional 3.99 litre Porsche 6 cylinder boxer engine. The reason for maximising the Porsche engine to 3.99 litres is that there is a weight break at 4 litre resulting in 50 lbs extra weight penalty for larger engines. In addition engines below 4 litres are allowed unlimited compression ratios whereas larger engines are restricted to 11:1.



Gearboxes can be manual or sequential. Cars with smaller engines than 4.5 litres are allowed 6 gears. Larger engines can only have 5 gears or less.

Clearly the Porsche 6-cylinder package was stronger than the Lexus 5 litre V8 this year allowing Dave Donough to pass Montoya on the banking.

However, 0.167 seconds between them after 24 hours of racing still proves that the regulations work quite well (the SunTrust Racing Ford Dallara in 4th place was just over 10 seconds a drift)



### **iRacing.com - deal for you!**

If you have not yet come across iRacing.com, the internet-based motorsport simulation service, have a look at [www.iracing.com](http://www.iracing.com), as it is exceptionally close to real racing.



What separates this from conventional arcade racing games is because great attention has been put into building exact digital duplicates of the cars and then utilising very-high resolution laser-scanners to produce exacting duplicates of the race tracks dimensionally accurate down to the millimetre capturing every undulation and bump.

The experience of driving iRacing's version of the Riley Mk XX Daytona Prototype on the Daytona road course was amaz-



*Digitised Radical SR8 at Silverstone*

ing, according to Anders. He reports that the car's under- or over- steer was communicated through the steering wheel, while throttle and brake feel were extremely accurate – it was actually very similar to driving the car itself.

iRacing offers real-world racers the opportunity to learn new cars and new tracks before they show up to race. It also allows both racers and fans the chance to participate in race series organised by iRacing.



Now here's some great news! So that all our customers can try out iRacing.com, we have negotiated a deal for 50% off the yearly US \$156 subscription. You pay US \$78 and receive \$60 in credit to be used on additional cars and circuits beyond the basic subscription. Contact us on 01929 551557 and we will organise that your promotional code will be sent to you. The cool thing is that you can practice on any track with any car – including the Chevy Impala SS NASCAR or a Riley Mk XX Daytona Prototype – but you have to demonstrate your skill and earn a license in order to enter wheel-to-wheel races.

iRacing is much more than a game - it is more like a training tool to hone your skills. This means that you do not have to waste expensive track time to learn the circuit when you get there but can dive into race car setup instead. However, the fun part is that you can actually race live against other racers that are on-line at the same time and you can also enter a whole 12-week series.

### **Rally support grows from strength to strength**



Building on our involvement with the Evo Challenge and Anchro championships we now have plans in place to greatly improve our coverage of the rally market. We have a new deal in place with Kevin Garwood of Garwood Motorsport Services Ltd. to act as our distributor in Wales and to service the following rally series: Mitsubishi Evo Challenge, Anchro, the British Rally Championship plus the BTRDA gravel championship. All will be supported with a pumped fuel service.

Kevin and his team have huge experience in supporting rally events as he has been providing the fuel service for the WRC for over 10 years. We are very pleased to have Kevin

onboard and wish him good luck with the Sunoco race fuels.

The Evo challenge and ANCHRO events will as per last year be supplied with our FIA conformant RTC fuel (102 RON 3.7% oxygen). BRC have decided to go for the Sunoco CF (102 RON 2.7% oxygen) as a control fuel for the top classes as it conforms to both FIA and EN228. In addition, Kevin will stock a selection of our race fuel range, which can be ordered from him and shipped throughout Wales.

Please contact Kevin directly regarding fuel requirements in Wales or at any of the above mentioned rally series.

Garwood Motorsport Services Ltd, Unit 22 Park Farm Evesham Road, Greet, Nr. Winchcombe, Gloucs. GL54 5BX  
Telephone 01242 620122 mobile 07788 598715 Fax 01242 620133

### **Autosport International 2009**

The festive period ended with a bang for us, as this year's show followed so soon after the Christmas break. Whilst the show itself was smaller than previous years, our contacts folder shows that we had as many enquiries as we did in 2008. No doubt the year ahead will be tough, but we picked up a sense of bullish optimism from the people we spoke to. Based on the number of race series we have spoken to who want to use our products, 2009 should still be a successful year for us.



We will also be exhibiting 13th to 15th of March at Race Retro, stand A52 Hall 2, so please drop by if you are planning to go along.

### **Historic Championships**

2009 will see us continuing to support the Masters and HSCC events with our pumped leaded fuel service. Since we started this service back in 2004 we have built up a regular and strong following of racers, who recognise the benefit and convenience of using us not only for fuel, but also for our wide range of performance oils and our "pitstop" products that are available from us at the events.



Whilst we always carry a good cross section of our range, it is worth a quick call to the office beforehand if you would like to arrange to collect a specific product.

Events in Europe will be covered through our European distributors (or by ourselves) - please call us at least 2 weeks before the event for more information!

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