Product Information Sheet

R TC (Turbo Competition)

The R TC is an unleaded racing fuel specially designed for turbo engines. It is designed to provide maximum power over a wide rpm range in highly tuned turbo engines. Its specially developed anti-knock ingredients allow maximum advanced timing without pinking. Blended especially for the European market using Sunoco fuel components and additional petrochemicals. Resent tests have proved that this turbo fuel is the most powerful turbo fuel on the market. R TC is designed to withstand extreme cylinder pressures and therefore extremely resistant to detonation. Every batch is extensively tested to ensure maximum quality and complete conformity. The high oxygen content (3.7%) of this fuel provides increased power, especially when used together with air-restrictors.

TYPICAL APPLICATIONS

- All FIA events where gasoline is used as a fuel.
- Designed for turbo vehicles for maximum power.
- All turbo charged racing and rally cars and motorcycles.
- High performance turbo cars and motorcycles.

MEETS REQUIREMENTS

FIA 252.9 Appendix J

OUTSTANDING FEATURES

- 102 Research Octane Numbers
- 90 Motor Octane Numbers
- Contains no lead additives or alcohols
- Low vapour pressure for protection against vapour lock
- Controlled mid-range volatility for excellent warm-up, acceleration and driveability
- Keeps carburettors and fuel injectors clean
- Resists gum formation
- Burns cleanly to resist deposit build up
- Oxidation and corrosion inhibited for longer shelf live
- Complete conformity and quality means possibility to tune the engine precisely for maximum performance

DESCRIPTION

R TC racing gasoline is formulated from high octane blend stocks, alkylate petrol and selected additives. It has an enhanced protection against detonation compared to normal 'pump' fuel under high revs and is especially designed for highly tuned Turbo engines to give maximum power. It also resists detonation in high performance 'hotter' running modern engines at track days or other severe driving conditions.

The manufacturing process of this fuel is designed to provide a fuel that is 100% repeatable and that will perform the same batch after batch. Every batch is tested to meet our stringent quality control procedures to allow precise engine tuning for maximum performance.

R TC burns extremely cleanly and therefore leaves little or no deposits, allowing maximum engine power for the duration of the engine life. The high quality stocks used in the R TC make the fuel very stable and resistant to gum formation. R TC is very pure in its composition containing much fewer hydrocarbons and less than 10% benzene and sulphur than normal pump fuels hence burning much cleaner and will maintain power with less carbon residue build-up on pistons and intake valves. Storage life is also much longer due to its purer design. It does not contain any lead additives or alcohols. R TC the winners choice.

TYPICAL INSPECTION TESTS

Property	Units	Method	Specification	Typical Figure
Specific Gravity/density at 15ºC	Kg/litre	ASTM D4052	0.720-0.785	0.777
Reid Vapour Pressure (RVP)	hPa	ASTM D323	900 Max	480
Research Octane	RON	ASTM D2699	95-102	102
Motor Octane	MON	ASTM D2700	85-90	89.5
Lead	g/l	ASTM D3237	max 0.013	0.001
Oxygen	% m/m	Elemental	Max 3.7	3.7
Nitrogen	% m/m	ASTM D3228	Max 0.5	Conforms
Peroxides and Nitrooxides	ppm	ASTM D3703	Max 100	Conforms
Benzene	% vol.	ASTM D3606	Max 5	<0.5
Sulphur	mg/kg	ISO 8754	Max 50	<5
Distillation at 70 ºC	(E70) % vol.	ASTM D86	10-47	16
Distillation at 100 ºC	(E100) % vol.	ASTM D86	30-70	56
Distillation at 180 ºC	(E180) % vol.	ASTM D86	Min 85	100
Final Boiling Point (FBP)	ºC	ASTM D86	Max 225	132
Residue	% vol.	ASTM D86	Max 2	1