

SUNOCO

RACE FUELS

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WELCOME TO SUNOCO'S FUEL FACTS

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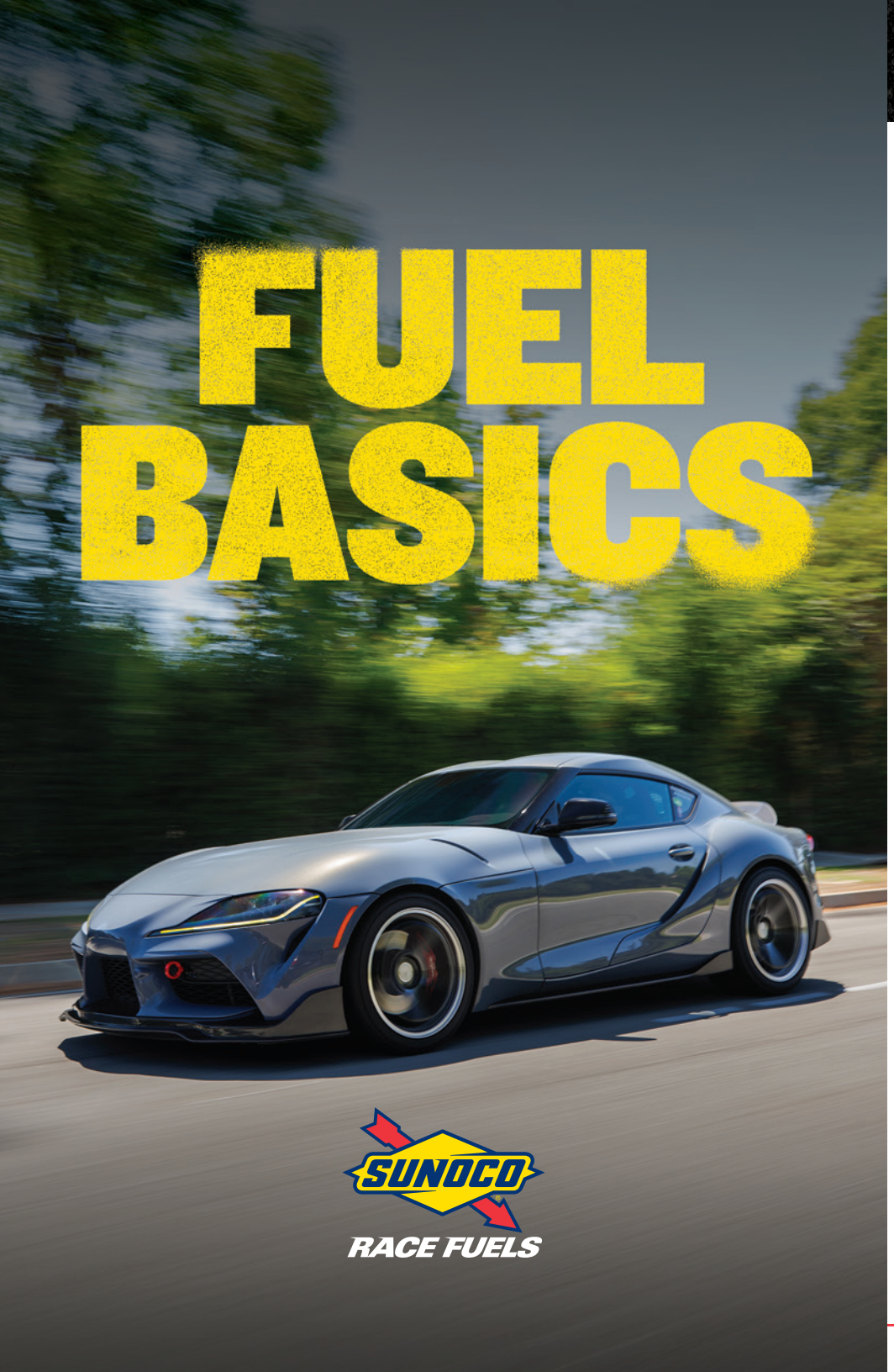
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WHAT SEPARATES A RACE FUEL FROM A STREET FUEL?

Race cars are precise, finely tuned machines, as is the race fuels that consumers put into them; race fuels typically have strict quality constraints to ensure race engines operate as they're expected to. Pump gas quality is largely driven by cost and environmental regulations. Per EPA standards, pump gas formulas vary based on things like cost, season, and location. Winter-blend fuel, for example, is formulated to produce quick starts in cold weather; the same fuel in the summer would lead to increased emissions, so summer fuel has different specifications. Different refineries can blend different components into the fuel based on what they're producing. The standards also allow a certain concentration of agents that over time can cause gum and varnish.

In daily-driver cars, a tank of pump gas is usually consumed quickly, so these quality discrepancies are rarely noticed. Before the fuel gets a chance to degrade and form gums and varnishes, it's consumed by the engine. Higher volatility winter gas rarely remains in the tank through to the summer season. Further, because of the relatively tame engine conditions, drivers aren't impacted by the composition changes from one supplier to the next.

Race gas is produced for a market with stricter needs, so quality and consistency become the driving factors in what determines a good fuel. The fuels are also extremely stable and can be stored for at least two years

to account for infrequent use. Sunoco race fuels are consistent and are formulated to meet the requirements of our customers.

Running race fuel in a race car eliminates one variable from the engine operation equation.

NARROWING DOWN THE CHOICES

Sunoco produces many different race fuels for different applications.



While most fuels are race-only products, Sunoco offers two street-legal fuels: 260 GT and its California-legal equivalent of SS 100. Both are 100 octane, extremely stable fuels that are designed for high performance street cars.

About half of Sunoco's fuels are leaded for high octane and engine performance; lead adds a lot of knock resistance to a fuel. However, leaded fuels are not street legal, cause pollution and health impacts, and are not compatible with catalytic converters or oxygen sensors. For this reason, Sunoco also offers a wide range of unleaded fuels.

Sunoco also offers some fuels that are oxygenated and others that are not. Oxygenated fuels help to produce extra power, but some require specific tuning to ensure proper combustion. Oxygenated fuels are not recommended for long term storage due to their corrosiveness and ability to absorb water from the atmosphere.

It's important to note that all of Sunoco's fuels, race fuels included, are Top Tier fuels. They contain a high concentration of detergents that prevent deposits from forming in engines..

WHERE DOES GASOLINE COME FROM?

STEP 1

Crude oil is extracted from the ground. According to the U.S. Energy Information Administration, the US produces 13.45 million barrels of oil per day and imports an additional 6 million barrels per day. Along with that production and importing, the US also exports 3.5 million barrels per day. This crude oil is transported via ships and pipelines to the refineries across the US.

STEP 2

The crude is separated into usable fractions, including diesel, jet fuel, and gasoline. The gasoline fractions are treated to remove contaminants, and some are converted to increase valuable properties like octane and vapor pressure. All gasoline streams are then blended at different concentrations to meet the appropriate EPA specifications for octane, vapor pressure, and other specs.

STEP 3

The finished gasoline is then transported via truck, rail car, pipeline, or ship to terminals. Many of these pipelines ship not only gasoline, but diesel and jet fuel as well. A load of gasoline could follow some diesel, with a mixed slug of fluid separating the two. That slug would then be refined again at a transmix facility. At this point gasoline is an unbranded, fungible commodity.

STEP 4

At the terminal, detergents and other propriety additives are added. This distinguishes one brand of fuel from another; additives are either generic or Top Tier. Those extra detergents that define a Top Tier fuel come at a cost, so not all brands opt for them.

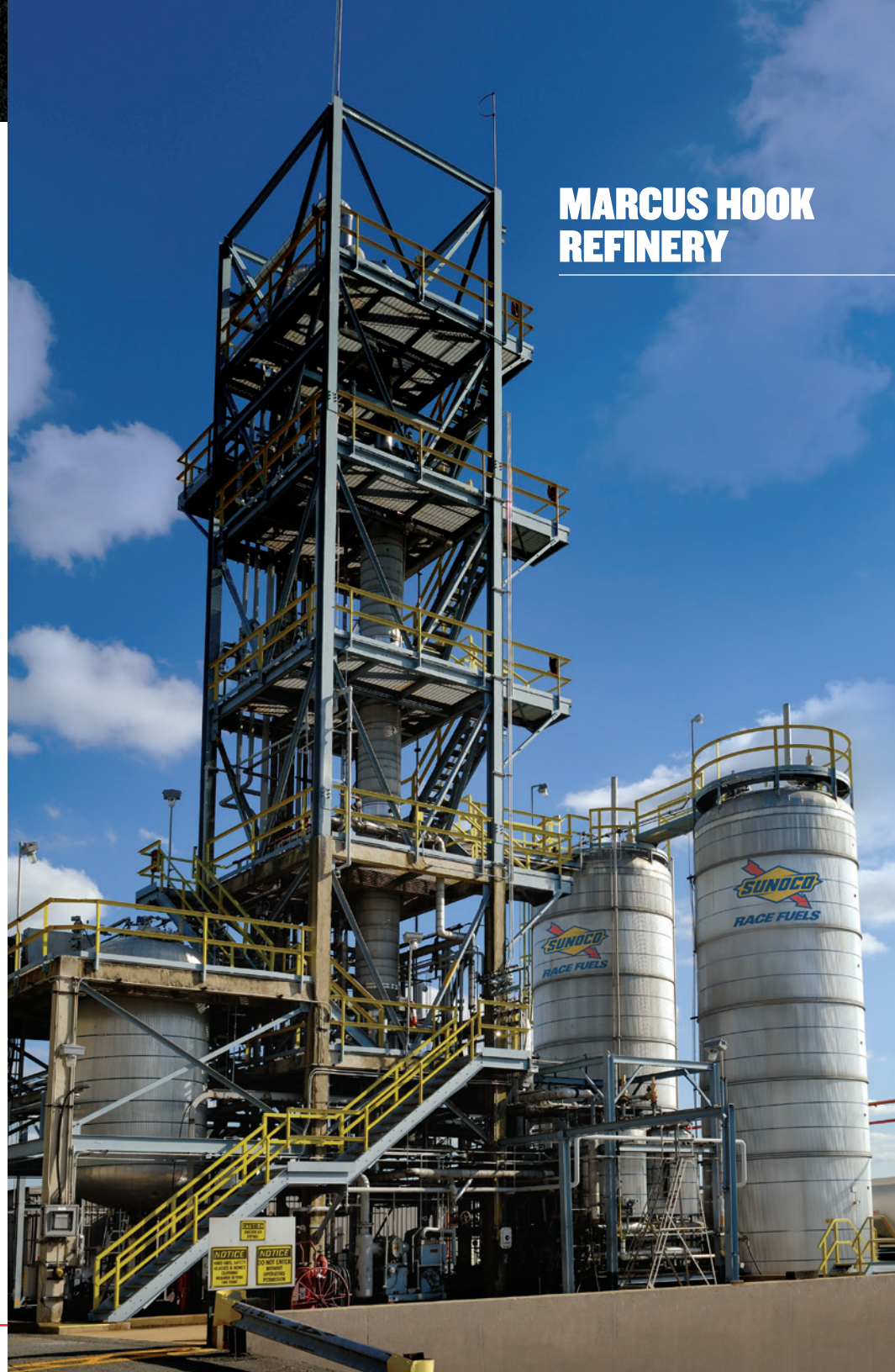


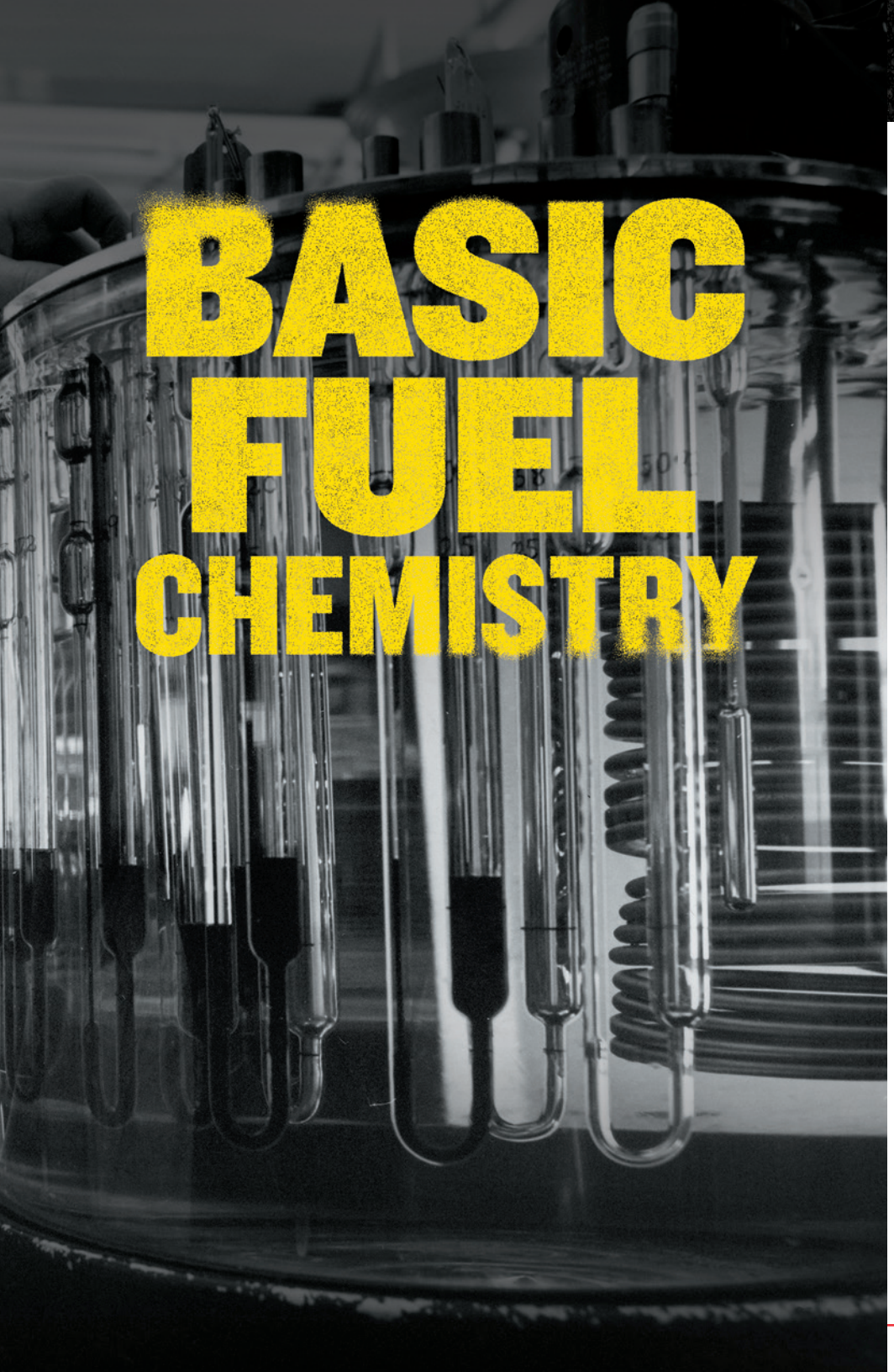
STEP 5

Trucks then transport the gasoline to local gas stations.

BUT WHAT ABOUT RACE FUEL?

As a boutique product, Sunoco Race Fuels don't follow this path. They're all blended in Marcus Hook, Pennsylvania, to a consistent, controlled recipe and shipped via dedicated containers.





BASIC FUEL CHEMISTRY

WHAT IS OCTANE?

Octane, or Anti-Knock Index (AKI), is the measure of a fuel's resistance to knocking, which is premature detonation during compression in your engine. The higher the octane number, the more resistant to knocking the fuel is.

There are two ways to measure octane, MON and RON. The Motor Octane Number (MON) represents the octane of a fuel at severe conditions, like higher temperature and speed, to simulate harsh driving. The Research Octane Number (RON) measures the octane at idle conditions like low temperature and low engine speed.

In the US and Canada, the standard value that's displayed on pumps is the average of the RON and MON – (RON + MON)/2 – also known as the Anti-Knock Index or AKI. However, the worldwide standard measurement is RON.

Higher octane ratings mean greater ability to run higher compression, more boost, increased engine speeds.

WHAT IS VAPOR PRESSURE?

Vapor pressure is a measure of a fuel's volatility and defines how readily a fuel evaporates from a liquid to a vapor. It's measured in psi, pounds per square inch. Small, light molecules like butane contribute to increased vapor pressure.

For street gas, vapor pressure requirements vary based on the season. Winter gas has a higher vapor pressure to allow for easier starting in cold weather. The light molecules like butane in winter gas will evaporate even

at low ambient temperatures, allowing for the fuel to quickly ignite. Without these molecules, it would be difficult to get enough fuel to vaporize in the cold weather to allow the engine to start.

In the summer, vapor pressures of fuel must be lower to avoid evaporation in the fuel tank that would cause pollution, fuel loss, and possibly vapor lock an engine.

Race fuels maintain consistent vapor pressures year-round.

WHAT IS SPECIFIC GRAVITY?

Specific gravity is a measure of the density of a fluid in comparison to water. Using water's specific gravity of 1.0, you can easily gauge the density of gasoline (0.72 – 0.76) as being lighter than water.

WHAT ARE AROMATIC COMPOUNDS?

Aromatic compounds are cyclical hydrocarbons: chemicals made up of hydrogen and carbon that are bonded in a cyclical ring structure. The ring structure along with the double chemical bonds they contain give the molecules a high energy intensity and high BTU level. Examples are benzene, toluene, and xylene. The name aromatic does come from the fact that some of these compounds have strong odor, but over time it has evolved to simply refer to molecules with the same structure. The most common aromatics found in gasoline are toluene and xylene.

WHAT'S THE PROBLEM WITH AROMATICS?

Benzene is the simplest and most common of those three aromatic compounds and was once common in gasoline. It's now heavily regulated and not allowed in concentrations greater than 3% as it causes environmental damage and is harmful to human health. Toluene and xylene, the next most common aromatics, offer similar density, burn speed and BTU content and can be found in some of today's race fuels.

While toluene and xylene will increase BTU rating and octane, they have an extremely low vapor pressure; low vapor pressure makes engines difficult to cold-start. They are also excellent solvents which unfortunately can cause them to degrade rubber and plastic parts in the fuel system. They contain a lot of potential energy in the form of strong chemical bonds, but due to the strength of the bonds, they burn slowly.

WHY IS ETHANOL IN GASOLINE?

Until the 70's and 80's, lead was added to fuel to increase its resistance to knock in the form of tetraethyl lead. Despite its benefit to engines, lead was found to be a pollutant that caused smog and health effects to humans and animals. The EPA mandated lead's removal from street fuels based on this finding. Another power additive was then used, an oxygenate called methyl tert-butyl ether, also known as MTBE. While it was effective, it also had negative side effects; it had a low threshold for detection by smell and

taste. It contaminated waterways and made groundwater taste and smell bad, so its use was also discontinued.

Today, ethanol is used to elevate the octane of pump fuel and comply with renewable fuel mandates by the EPA. Fuels at the pump today have approximately 10% ethanol. This 10% brings 83-octane regular gasoline to the 87-octane that you purchase, and 90-octane premium becomes 93-octane.

Ethanol increases octane and horsepower, but it can cause some issues. Ethanol is hygroscopic, meaning it readily absorbs moisture from the atmosphere. If ethanol-containing fuel sits for extended periods of time, it can absorb water in quantities that can cause poor engine performance or damage.

WHAT HAPPENS TO GASOLINE AS IT AGES?

Gasoline is a commodity that's meant to be consumed quickly, as it ages poorly over time. As gas sits, the lighter, smaller hydrocarbon molecules evaporate and can escape the container it's stored in. Gasoline is made up of aliphatic and aromatic hydrocarbons – straight, open chains and closed rings. The light ends, technically known as short-chain aliphatic hydrocarbons, evaporate first, leaving behind the long-chain aliphatic and aromatic hydrocarbons. A fuel that doesn't contain as many short-chain hydrocarbons is harder to ignite because it needs a higher temperature to vaporize enough fuel to support combustion.

As gasoline evaporates, it also leaves behind gum, a technical term for the varnish residue that can gradually build up inside a fuel system. The EPA standard test for pump gasoline allows 5 milligrams of gum per 100 milliliters of gasoline. Sunoco race fuels typically contain only 10% of the maximum allowable gums content.

Gasoline reacts with oxygen, known as oxidation, and forms gums and varnishes. Oxidation also lowers the octane rating of the fuel. Race fuels contain an extensive antioxidant package to combat this and give it a long shelf life in a sealed container; most Sunoco race fuels can be stored for up to two or three years.

Another issue with storage is related to the moisture in the ambient air. Ethanol, which is a component of most oxygenated fuels, is hygroscopic, meaning it absorbs water from the environment. Water in gasoline is an issue for engine performance and safety.

As previously stated, most of these things aren't an issue with regular pump gas due to how quickly it's consumed. These problems become more obvious in racing applications where consumers may store their vehicle for extended periods of time. These can all be mitigated by choosing the correct fuel for the application, including taking storage into consideration.

NARROWING DOWN THE FUEL FIELD



All stock, production street vehicles will advise which fuel quality to use in the owner's manual.

CAN YOU RUN TOO MUCH OCTANE?

There is a pervasive rumor in the motorsports community that running too much octane will actually decrease performance. This claim isn't backed by science. Typically running a fuel with a higher octane than needed has no negative impacts. Many properties impact engine performance, such as vapor pressure and specific gravity.

THE PERILS OF RUNNING RICH

Engines operate best with the correct amount of fuel flow that allows for full hydrocarbon burn. Running lean, or running too little fuel, will cause severe issues with high combustion temperatures and knocking. Running an engine too rich, meaning it has too much fuel, doesn't just waste money, it might cause several major driveline problems as well.

If the engine can't burn all the fuel dumped into the combustion chambers, hard carbon deposits can form on the spark plugs, leading to ignition problems.

That carbon won't just stick to the spark plugs; it can build up on the tops of the pistons, too. The hard carbon deposits can soak up wet fuel and then lean out the air/fuel mixture. Really heavy carbon deposits can also increase the engine's compression ratio, leading to preignition and higher operating temperatures.

Gasoline is a terrific solvent for motor oil. Like dissolves like – meaning

that gas will dissolve oil. That extra gasoline in the combustion chamber will dissolve the protective film of oil on the walls of the cylinder.

Catalytic converters are susceptible to carbon deposits, which can clog up the honeycomb substrate. This can cause a car to run poorly or backfire or severely damage the catalytic converter itself.

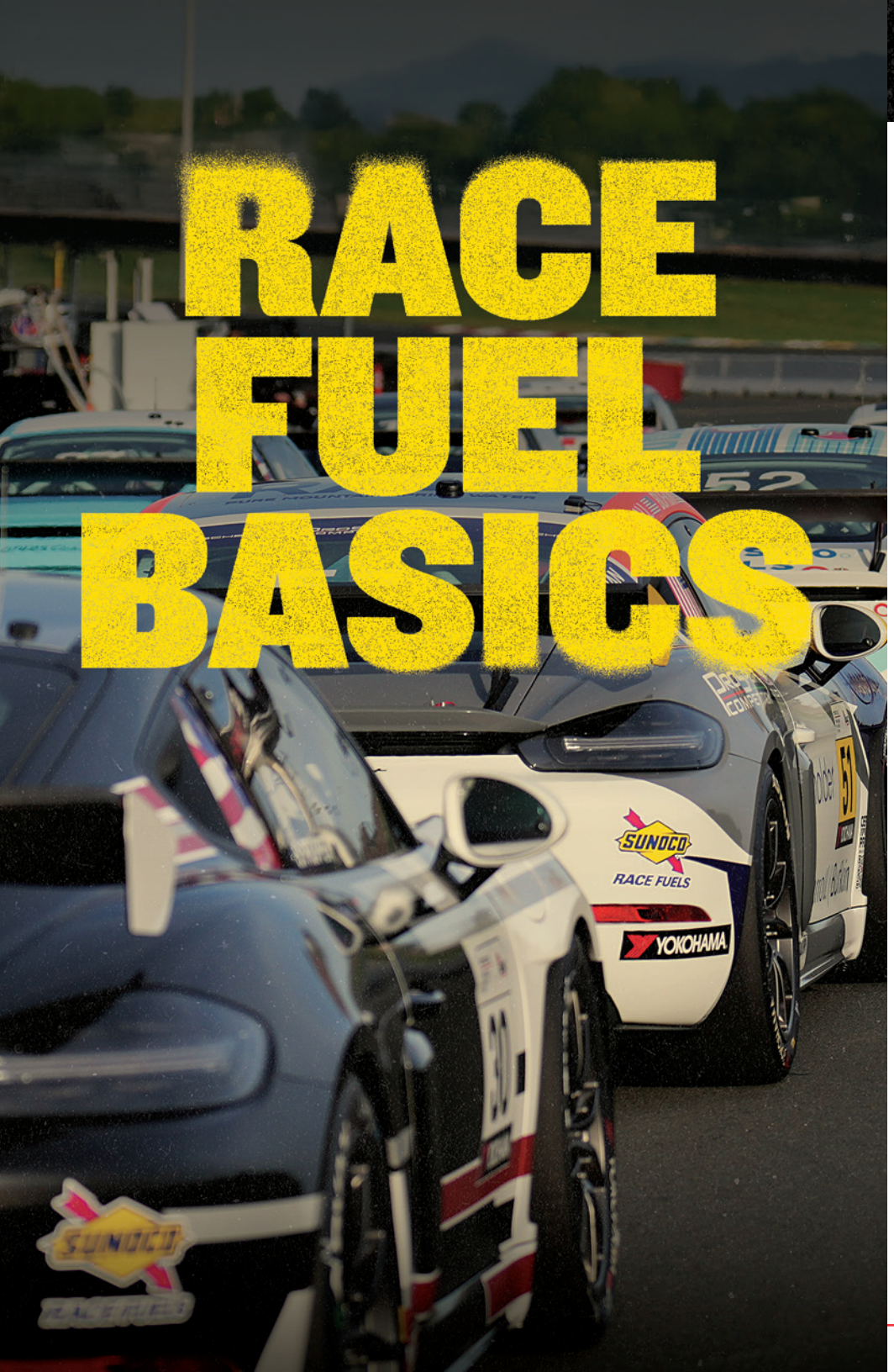
The obvious solution to all of these issues is to operate a properly tuned engine. An air/fuel gauge can tell you exactly how well the engine is burning the gasoline.

NEED HELP SELECTING A FUEL? CALL THE EXPERTS.

Choosing a race fuel requires a thorough understanding of the application, both the type of racing and the engine in question. While octane, lead content, and oxygen content are important, other fuel properties can matter just as much. Cyclone 17, is a leaded race fuel aimed at radical engines, with 117 octane and no ethanol. On paper, however, it also looks a lot like the brand's SR18, a leaded, ethanol-free product sporting a 118-octane rating. Cyclone 17 was designed for a very specific application: drag racing. It was made to evaporate at lower temperatures to address the fact that a lot of drag racers don't fully warm up their engines before making a pass. (That difference can be seen in the 50% evaporation temperatures found on the Sunoco Race Fuels website: 192 degrees Fahrenheit for Cyclone 17 and 209 degrees for SR18.)

We encourage consumers to call us at **1 (800) RACE-GAS.**





RACE FUEL BASICS

BUYING AND STORING RACE FUEL

Sunoco race fuels are sold in bulk, in 54-gallon drums, and 5 gallon pails.

Sunoco Race Fuels' website has a fuel finder that allows customers to search by location and fuel type. The retail locations are a mix of fuel distributors, motorcycle shops, race tracks, traditional gas stations and other businesses that serve the hobby.

Some companies and retailers will also ship those 5-gallon pails directly to your doorstep, though freight cost can be expensive. A regional distributor will likely be able to provide any required fuel with enough notice.

Properly storing that fuel can lengthen its shelf life. The Sunoco Race Fuels website offers some handy storage tips: Keep the containers full, tightly sealed, and away from daylight and major temperature swings. Most fuels can keep up to 2 years when stored properly.

HOW FRESH IS THAT RACE FUEL?

A common question Sunoco Race Fuels receives: Is this fuel fresh? Sunoco usually sells its race fuels via pumps, 5-gallon pails and 54-gallon drums. The pumps can be found at select tracks and dealers, while smaller outlets tend to carry the pails and drums. The usual reason for the above question: the date marked on those pails and drums. These containers must meet U.N. packing requirements, meaning their year of manufacture must be

stated on their certification label. The dates customers see are the date that the containers are manufactured and are not indicative of the age of the fuel.

FOUR RACE FUELS TO CONSIDER

STREET-LEGAL

Most race fuels are not approved for street use. In fact, 260 GT is the only Sunoco race fuel to carry 49-state approval. (SS 100 is the brand's California equivalent.) 260 GT offers several benefits over pump gas; it has 100 octane, is a highly refined, fast-burning product, and has a longer shelf-life than pump fuel.

MORE POWER

A very popular fuel among those seeking max power from modern cars is 260 GT Plus. It's a 104 octane fuel that contains 13% ethanol.

MORE ACCEPTANCE

260 GTX is popular even though its octane rating is just 98 because it doesn't contain any alcohol (ethanol or methanol). Ethanol can mask other power additives in fuel due to the limitations of testing at race events. Typically fuel techs only test specific gravity and dielectric constant. Gasoline has a narrow dielectric constant range, but ethanol's is much larger. This makes it very difficult for sanction bodies to know if a racer has added just ethanol, or an illegal compound. Sunoco 260 GTX is a spec fuel for several series, including Trans Am.

MORE ALCOHOL

For those looking for all the ethanol, E85-R has been popular. Where the amount of ethanol in the E85 found at the corner pump can range from 51% to 83%, E85-R always contains 85%.

ONE WAY TO WADE INTO THE WORLD OF RACE FUELS

STEP 1

A street-legal, 100-octane fuel like Sunoco 260 GT represents a solid first step up from pump fuel. The extra octane creates a safe space to push and tune the vehicle, but a special setup isn't required. Like all Sunoco Race Fuels, this one is always made to the same recipe– meaning you won't have to alter your tune. Pump fuels, on the other hand, can change according to season, location, or brand. Sunoco GT also doesn't require any special handling. (For those living in California, Sunoco offers SS 100, a similar product.)

STEP 2

If you need more octane for the headroom to push things further, Sunoco offers 260 GT Plus. This one carries a 104-octane rating, meaning it can withstand more boost and more compression. This unleaded fuel isn't a street-legal product. That extra octane comes courtesy of more ethanol

plus MMT, an octane booster. That elevated ethanol content might require a tune that delivers more fuel, while sunlight can degrade the MMT–special handling and storage required.

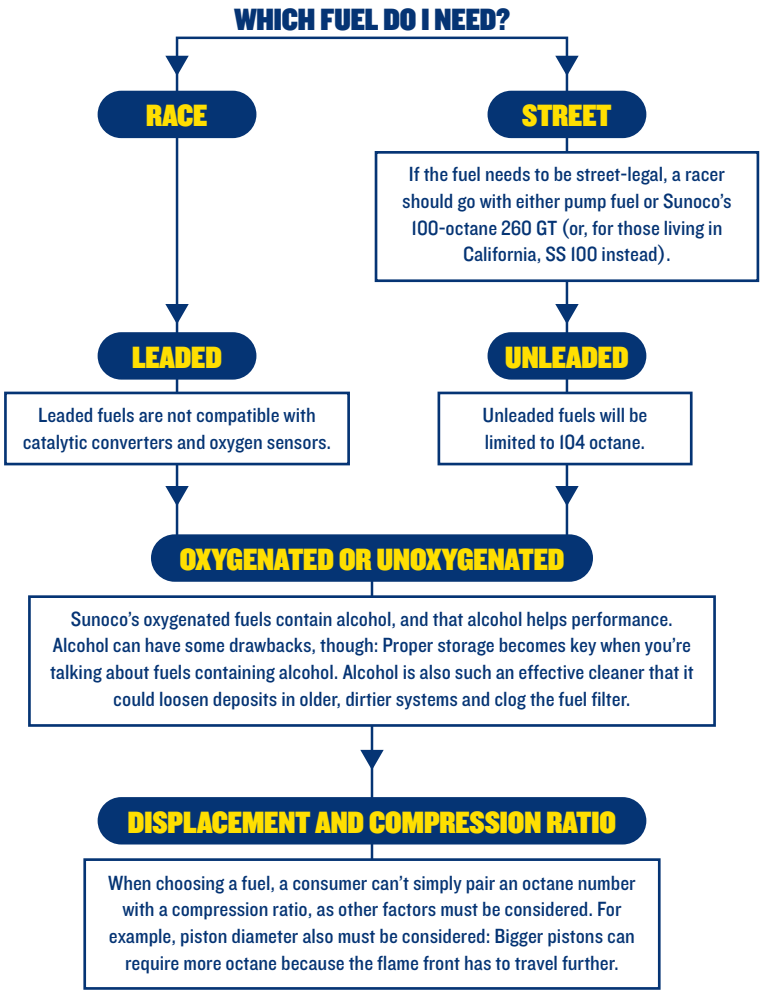
STEP 3

The 105-octane rating of Sunoco's Evo 10 might not sound like a big jump up, but this fuel is highly oxygenated via an extra dose of methanol. That methanol will help reduce heat, a big plus for forced induction engines. This fuel needs special handling, since it contains MMT and, again, more tuning.



OTHER FACTORS TO CONSIDER WHEN BUYING A RACE FUEL

How do you select the proper fuel for your application? This decision tree of sorts can also help narrow down the choices.



DIVING DEEPER INTO LEADED RACE FUELS

Lead was legislated out of pump fuel decades ago, but it's still used on race tracks. Adding lead to gasoline is an easy, inexpensive way to increase octane that's required in high-compression, high-RPM engines, especially those from the days before fuel injection.

110 OCTANE

Sunoco's Standard, a 110-octane fuel, has basically been around since the '70s. This fuel is suitable for engines below these three parameters: a 13:1 compression ratio, a 4-inch piston bore, and a 7000 rpm redline.



112 OCTANE

Supreme is a 112-octane leaded fuel that was created to help support more robust engine operation. Supreme has a lower specific gravity and fewer aromatic compounds, so it burns quicker than Standard will. Faster burning and increased octane make it better suited to a more aggressive setup, such as engine speeds north of 7000 rpm, compression ratios up to about 15:1, or piston bores past 4 inches.



116 OCTANE

High-revving, high-compression, big-block engines need a lot of octane and a lightweight fuel that will provide a fast flame front across their large-diameter pistons. A 116-octane fuel like Sunoco's Maximal is designed for these situations.







FUELING YOUR BOOSTED ENGINE?

Boosted engines generate more heat than non-boosted due to their higher fuel consumption, so they are usually paired with an intercooler to keep the engine from overheating. Using an ethanol-blended fuel can further cool an engine, since it cools as it evaporates. It also burns more quickly than other fuel components, which is helpful in a smaller-displacement, high RPM application.

Boosted engines also benefit from higher octane fuels, as the fuel needs more knock resistance to handle the increased air flow and pressure.

WHAT FUEL TO FEED A ROTARY ENGINE?

Rotary engines are unique in combining low compression ratios with high combustion temperatures. They require fuel that can deliver lubrication to the apex seals. Many racers will use either 89 or 91 octane pump fuel in these engines along with two-stroke oil at a higher than typical ratio. The ideal fuel to use in a rotary engine would be an ethanol-containing fuel, but ethanol is not always legal in race regulations. It's also important to note that with the moving parts in a rotary engine, it's imperative to use fuel that has an additive package that can minimize engine deposits.

Sunoco's Optima and 260 GT are two options to use in rotary engines; Optima where ethanol is prohibited, and 260 GT where it isn't. Both fuels

are fast burning with high aromatic content and contain the necessary additive packages to keep the engine clean.

WHY NOT AVGAS?

Aviation gas can look like a great option for racers due to its high octane and lack of ethanol.

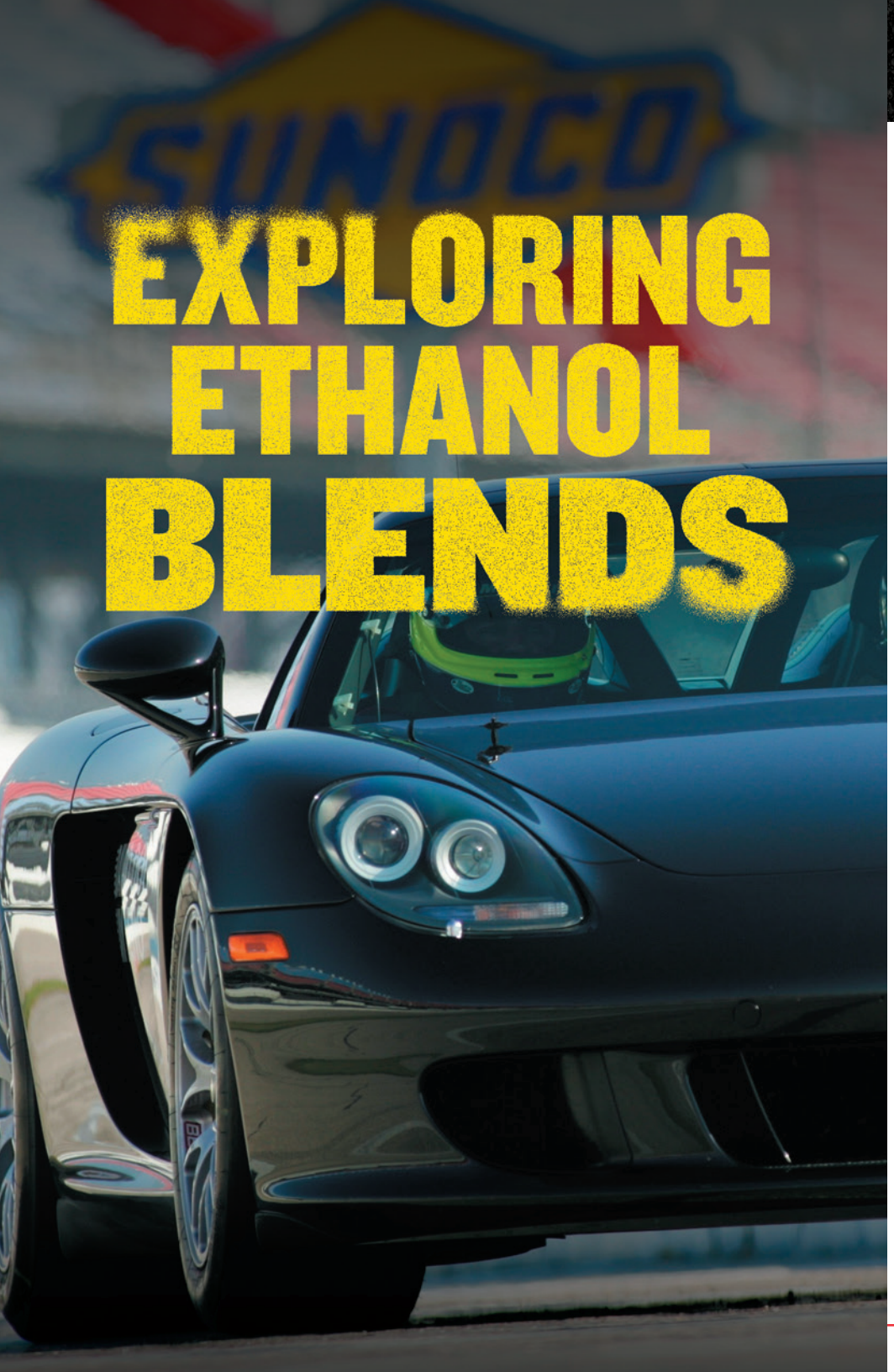
Av gas octane is measured by its Motor Octane (MON) rather than the AKI (R+M/2) that pump and race gases use. This means that the 100-octane avgas that's sold at airports would be equivalent to a 105-octane fuel for cars.

It does not contain ethanol due to ethanol's ability to absorb moisture.

Av gas does contain lead, which is a pollutant that isn't compatible with oxygen sensors and catalytic converters. Even avgas 100LL, a newer, low-lead option, still contains lead–about 1.9 grams per gallon. Further, it contains additives to prevent icing and static electricity, which are not found in fuels intended for use in cars.

It's difficult to source avgas as it's mostly used at small local airports; it might be difficult to get access to the pumps where it's sold. It's also not taxed for road use so it would need to be purchased in containers.





EXPLORING ETHANOL BLENDS

SHOULD YOU CONSIDER RUNNING E85?



Unlike gasoline, ethanol contains oxygen–about 34% oxygen by weight. The oxygen allows ethanol-enhanced fuels to produce more power than those without. However, not all E85 fuels are equal. That's because the E85 designation does not guarantee the exact amount of ethanol in the fuel, as the EPA only specifies that it needs to contain from 51% to 83% ethanol. Sunoco E85-R contains 85% ethanol and 15% race fuel.

Running such a heavily oxygenated fuel will require engine tuning; because of the oxygen in the fuel, it will require more fuel volume flow and tuning to ensure everything runs properly. As previously stated, it's also important to ensure E85 does not sit in a car for extended time because it absorbs moisture from the atmosphere.

WHY DOES E85 RUN COOLER AND MAKE MORE POWER?

Engines running E85 (or any high ethanol concentration) typically run cooler due to the heat of vaporization of ethanol. Heat of vaporization refers to the amount of energy a liquid absorbs from its surroundings as it changes from a liquid to a gas. All liquids have an enthalpy of vaporization.

For gasoline, it's about 150 BTU per pound. For ethanol, that figure climbs to 360 BTU. (For a real-life example of enthalpy of vaporization at work, notice how rubbing alcohol cools the skin as it evaporates.) E85 can make more power due to the oxygen content.

TUNING FOR TODAY'S OXYGENATED FUELS

All street gas today is oxygenated, meaning alcohol has been added.

While ethanol produces more power in an engine due to its oxygen content (10% ethanol gasoline will contain about 3.7% oxygen), the engine will need more fuel by volume. A good rule of thumb for tuning for an oxygenated fuel is to take the oxygen concentration and increase the fuel flow by that same percentage It's important to note that engines can tolerate running rich (more fuel than needed) better than they can running lean. It's best to tune slightly rich and adjust as necessary.

WHY NOT METHANOL?

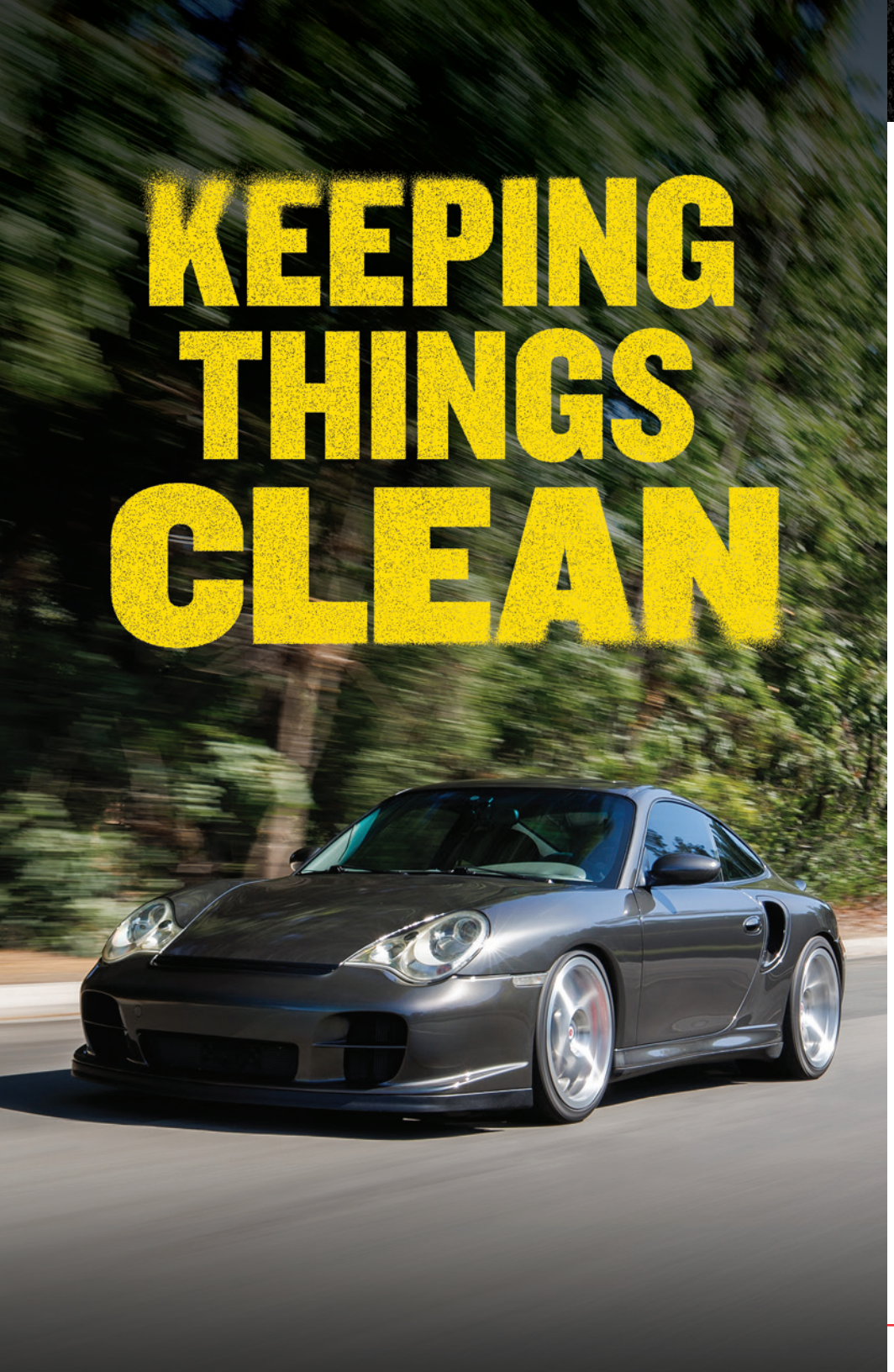
Methanol is another option to add oxygen to an engine, but there are some considerations when using it as fuel. While it's generally less expensive than ethanol, it requires a higher fuel flow because it contains a higher oxygen concentration than even ethanol. Methanol is also very corrosive and can damage engine parts.

Sunoco 260 GT, a popular race fuel, has a stoichiometric air/fuel ratio of 14.1:1. The ideal air/fuel ratio for E85-R is 9.8:1. Methanol runs best around 6.5:1. This means that running methanol will require over twice the amount of fuel as Sunoco's 260 GT.



While methanol is popular in some forms of motorsports, sports car racing isn't always on that list. The fact that methanol burns clear can be an issue. Many sanctioning bodies either specifically ban it or don't list it under their approved fuels.





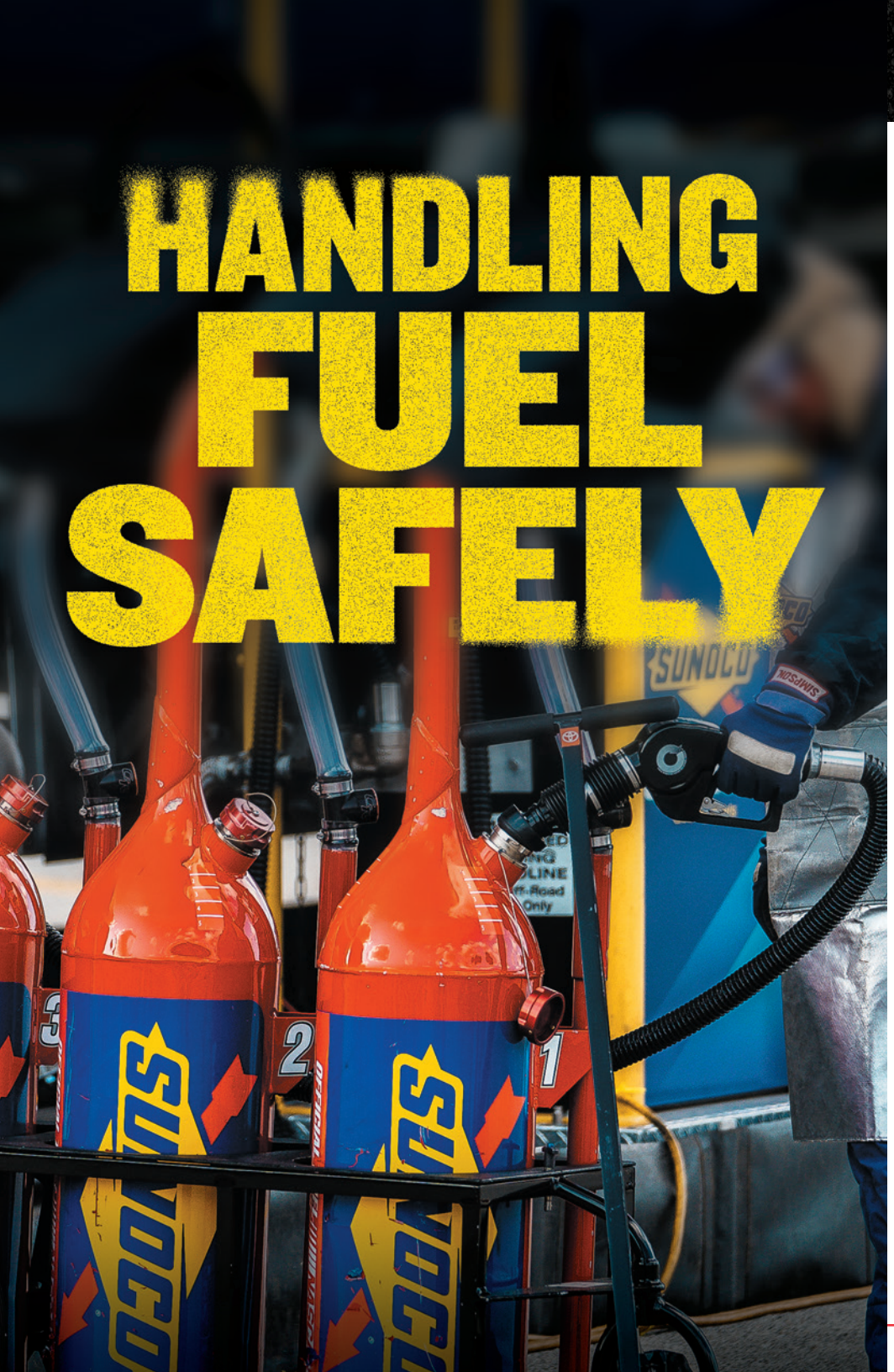
HOW TOP TIER STREET FUELS KEEP YOUR ENGINE CLEANER

The Top Tier gasoline program was started by automotive manufacturers to create a cleaner fuel that would reduce mechanical failures in their vehicles. The resulting program was named Top Tier and specified an additive package that would help engines remain clean and minimize wear and tear from a dirty engine. The detergents in Top Tier fuels are present in high concentrations that help to ensure that engines remain free of deposits on the vales, pistons, fuel injectors, and intake runners. A deposit-free engine will perform better, have lower emissions, and result in higher fuel efficiency than an engine that's bogged down with deposits.

TOP TIER™ Detergent Gasoline

Oil companies and gas stations can voluntarily participate in the Top Tier program. All Sunoco fuels are Top Tier fuels.

In 2016, AAA set out to test that claim, running both Top Tier and non-Top Tier fuels through a 2.3-liter Ford engine mounted in a dyno cell. Each fuel was run for 100 hours, simulating about 4000 miles of real-world driving. After each fuel sample, the engine was disassembled so that deposits could be measured. Findings showed that test engine operated on a Top Tier gasoline averaged 19 times fewer intake valve deposits than when it was operated on non-Top Tier gasoline.



HANDLING FUEL SAFELY

WHY DO I HAVE TO TURN OFF THE ENGINE WHILE FUELING?

Your car is an ignition source, and any trace gasoline vapors could potentially ignite when they encounter the vehicle. Turning off the engine eliminates that ignitions source and minimizes any static electricity.

CAN I SAFELY USE A SINGLE CONTAINER FOR DIFFERENT TYPES OF FUEL?

In most cases, yes, you can use your race jugs to transport gas for your street car–with one big caveat: You shouldn't mix leaded and unleaded products. A container used to transport leaded fuels will pick up trace amounts of lead. If you're using the same container, you should rinse it with some unleaded fuel before using it to transport any street fuels.

GASOLINE MAKES A TERRIFIC DEGREASER, YET THIS PRACTICE CAN KILL YOU

People have been cleaning greasy parts with gasoline for decades, and the science explains why it works so well: like dissolves like. Gasoline, oil and grease are all hydrocarbons. Since they're all made from the same molecules, they will readily dissolve one another.

This practice is more dangerous than it may seem. Gasoline has a high vapor pressure, meaning it easily evaporates from an uncapped container. It also has a very low flash point of -40 deg F, meaning it will ignite at any temperature above -40 deg F. Those evaporated gasoline vapors will pool on the ground and even a small ignition source, like static electricity, can cause the vapors to ignite.

Only water-based cleaners or solvents specifically designed for cleaning should be used. CRC Parts Washer Solvent has a flash point of 204 degrees Fahrenheit, meaning it won't be able to ignite until it's over 204 deg F. Water-based cleaners have surfactants and emulsifiers that suspend oil and grease particles to make them easy to remove.

HOW TO HANDLE GASOLINE SAFELY AND REMAIN FIRE-FREE

Fire safety is extremely important when handling gasoline. Gasoline is a volatile compound and the vapors are extremely flammable.

It's important to always open drums and pail with the opening at the highest point; this ensures that liquid does not spill out. Also be sure to handle gasoline is a well-ventilated area so that any vapors that are released can dissipate quickly. Spilled gasoline will evaporate, and because gasoline vapors are heavier than air, will pool in the ground in an enclosed space. It can help to handle gasoline during the coolest part of the day to minimize evaporation.

Be aware of possible ignition sources in the area, such as a running vehicle or static electricity.

Always use the proper tools – siphons, drum pumps, etc – and wear proper PPE such as safety glasses and gloves.

UNLOCK YOUR ENGINE'S FULL POTENTIAL.



OUR DOUBLE DISTILLED™ RACE FUEL IS EXACTLY WHAT WE SAY IT IS. RACE TO RACE. BATCH TO BATCH. YEAR TO YEAR. IT'S WHY ENGINE BUILDERS TRUST THE CONSISTENCY OF SUNOCO RACE FUELS.

OFFICIAL FUEL OF NASCAR

SCCA Sports Car Club of America

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