

# TITANIUM RACING OILS



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## **LIQUID TITANIUM TECHNOLOGY**

Prior to Royal Precision Lubricants developing formulations for their Titanium Racing Oils range, extensive market research indicated that there were varying types of racing oil formulations on the market, many delivering different levels of performance and protection and ranged from basic formulations to other purpose designed lubricants across various classes of racing.

Liquid titanium technology has been selected as Royal Precision Lubricants (RPL) principle anti-wear package as we are committed to providing the most technically advanced racing lubricants on the market today.

Scientific research has established that a liquid titanium compound added to engine oils creates a wear resistant nanoscale layer bound to the surface of vulnerable engine parts. This anti-wear enhancement comes from titanium being chemically bound into the metal structure of the engine's surface, forming a hard oxide, iron titanate protective layer which to date has not been achieved with any other additive technology. The anti-wear characteristics of this titanium compound is quite revolutionary and offers a better way to protect valuable race engines.

Titanium additive technology works synergistically with other anti-wear additives such as Zinc and Boron to provide a superior layer of protection that other additives cannot deliver. This offers outstanding advantages in high revving, high output engines in both drag racing and circuit racing applications.

### **Benefits of Titanium Additive Technology:**

- *Superior metal surface to surface contact protection*
- *Nano molecular layering of anti-wear additives, bonding to the surface of the metal*
- *Improved wear resistance in initial cold start up in engine components*
- *Improved lubricity and protection over conventional anti-wear technology*
- *Superior high load, high speed surface to surface contact protection*
- *Reduced frictional characteristics delivering smoother operation and lower peak temperatures*

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*Endurance Titanium Racing 10W-50 can be used in highly stressed naturally aspirated, turbocharged and supercharged engines. Endurance Titanium Racing 10W-50 with advanced Titanium anti wear technology offers unsurpassed protection of pistons, bearings, cylinder walls, and valve train components beyond the performance levels of conventional passenger car engine oils.*  
Code: 1712



*Scientifically formulated, the combination of ultra-shear stable base oils, Titanium additive and increased ZDDP (Zinc) levels work together synergistically to ensure Endurance Titanium Racing 5W-40 delivers exceptional performance under high loads, high temperatures and speeds typically experienced by high revving engines in competition racing conditions.*  
Code: 1711



*Endurance Titanium Racing 5W-30 is suitable for use with a variety of competition fuels including petrol and other high octane race fuels. Endurance Titanium Racing 5W-30 is recommended for all performance engines requiring a 5W-30 oil viscosity and typically suits four, six and 8 cylinder racing engines used in drag racing and circuit racing competitions.*  
Code: 1710



*Competition Titanium Racing 25W-60 is suitable for use with a variety of competition fuels including petrol, methanol, and other fuel types. With Methanol and Nitro methane type fuels we recommend short oil change intervals to prevent degradation of the oils performance due to fuel dilution.*  
Code: 1701



*Competition Titanium Racing 40-70 is suitable for use with a variety of competition fuels including petrol, methanol, and other fuel types. With Methanol and Nitro methane type fuels we recommend short oil change intervals to prevent degradation of the oils performance due to fuel dilution.*  
Code: 1702

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## **"DANGEROUS" DAVE GAULD AND NIGHTMARE**

"Proud to be on board with the Royal Precision Lubricants team, we are using the Titanium Racing 40/70 oil with 70% nitro in the tank and have had no issues, it has made getting oil pressure on the first warm up of the day a lot easier on the blower starter and holds up to the heat from a run on nitro at the other end with great oil pressure through the traps, thanks must go out to Partmaster staff for making this happen for us." Dave Gauld



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## **SKT RACING**

Just some feedback from using the new Titanium Racing Endurance 10W-50 oil in my Lotus Elise race car. I was very pleased with the way it performed. I have used nearly every other brand of full synthetic oil available in my last race car a Mazda MX5 and the Lotus. It made the engine run smoother and kept better oil pressure under high REVs and engine temperature. Also a slight increase in engine performance."

"Best product on the market." Steve Donka

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## CONTROLLED INSANITY RACING

As a racer who has campaigned a blown alcohol sedan for 6 years, and been associated with the sport of drag racing for nearly 20 years, there are many products I have tested in this time. Some have been fine while others have not been up to the task. I am happy to say that Royal Precision Lubricants comes under the description of outstanding!!!

Engine oil in our supercharged alcohol burning engines has a very hard life. The engine oil is unavoidably diluted heavily with methanol whilst the engine is running, which in turn leads to excessive wear in the engine bearings, crank shaft, piston, bores, etc. Since switching to Royal Titanium Racing 40-70 (#1702), not only has the oil suffered less from the effects of methanol dilution, but it has increased the life of my rotating assembly noticeably, including 50% longer life on the main and connecting rod bearings!

Similar to the engine, The Lenco transmission in one of these 2700 pound Sedans gets tortured. After switching to Royal Precision Lubricants Syntrans MV (#9340), I have doubled the amount of runs I can do between regular maintenance. This is due to the wear on the gears and frictions now being substantially less since switching to Royal Precision Lubricants.

The differential has the nasty job of applying 2500 HP through the tyres to the track. When using another big brand diff oil, I would get approximately 100 runs from a set of differential gears. I changed to Royal Precision Lubricants Syngear 80W-140 (#9420) the last time I installed new gears. Recently I removed the differential centre after 93 runs for regular maintenance, expecting to have to replace the gears at this time. The reduced wear was so significant that I re-fitted the differential centre with the same gears, with no intent to check again for another 50 runs.

The bottom line is that after years of trial and error, I have found in Royal Precision Lubricants a one stop shop to supply all of my lubrication needs, which not only gives me optimal performance, but gives my parts a much larger life span, with superior reliability. I would strongly recommend Royal Precision Lubricants to anyone.

Thank you Royal Precision Lubricants for developing a superior lubricant range - Mathew McKnight



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## **CROSSROADS RACING WORLD RECORD**

For Queensland Alcohol Funny Car racer John Cannuli, he knows all too well what it's like to go from zero to hero. He cut his teeth in the Pro Street ranks for many years before going into Supercharged Outlaws after winning the first Supercharged Outlaw event at Sydney Drag way in 2004. After that Cannuli never looked back, stepping into the professional Group 1 ranks with the purchase of an ex-Jeff Burnett Top Alcohol Pontiac Funny Car in 2006.

"Initially we never had a lot of success in Top Alcohol," said Cannuli. "We were with the big boys now and had a lot to learn - it's always been a tough class with hard racers, but I never gave up. Back in the 2005/2006 ANDRA Championship, I finished 14th - then over the years we continued to climb the ladder until finally scoring a number one in 2016.

"The Winter Nationals has also been a tough race to win - I think we qualified ninth for the first five event. Last year in the semi-finals, we had a shot at the championship, but unfortunately fireballed against Jamie Noonan.

"It's the biggest drag race in Australia and it's also the one every racer wants to win, both here and abroad. After we had wrapped up the ANDRA Championship we wanted to make it a double with the first 400 Thunder Pro Alcohol Championship," said Cannuli.

"We'd stepped up this season and started catching up with the front runners but it wasn't all smooth sailing. At a few of the events we set Low ET and Top Speed, we did well at both Perth rounds with a runner-up, a win, and a 5.37 ET - but then we crashed at the Santo Super 3 event at Willowbank when the wheelie bar broke and the Crossroads Funny Car went into a wild and spectacular power wheel stand.

We'll let the records show that not even Cannuli could have predicted what transpired on Friday night of the event. It was Q1 for the team and John was just looking to put a good number down - from the drivers view it felt strong and smooth, but Cannuli had absolutely no idea what numbers he had just run. Once he was told - 5.35 seconds at only 256.36 mph - Cannuli went off like the 4th of July. When his crew finally brought him back to earth Cannuli was able to bask in the limelight knowing that he had just run the quickest Alcohol Funny Car pass in the world, surpassing Australia's previous record holder Gary Phillips. It would seem that for the time being the monkey was off John's back.

The following day the car unfortunately destroyed a motor when two rods let go in Q2. As such it was a big rebuild so the team sat out the third qualifier and worked well into the night to prepare for round one on Sunday.

This turned out to be a good move when Cannuli ripped off another solid 5.369 at 255.34 mph over a red lighting Robert Ambruosi - this backed up Friday's run for a new 400 Thunder IHRA record.



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Going into the semi-finals Cannuli stayed on the pace defeating Jon Sting with a consistent 5.374 at 267.85 mph however for him to have a chance at the championship, point's leader Gary Phillips needed to go out. Unfortunately Wayne Price's 5.97 pass was well short of Phillip's 5.361 at 270.43 mph.

Thus two of the biggest, quickest and fastest rivals would face off for the final, and while it was cold Sunday night, not one fan left their seat for what would be the showdown of the Winter Nationals.

The conditions had changed somewhat, but the surface still had plenty of teeth left. On the green Cannuli had the hole shot out the gate with a .055 to a .079 reaction, however struggled to keep his car in the groove. As a result the Crossroads funny car moved towards the centreline where Phillips was resulting in contact between the two funny cars, exploding Cannuli's rear slick and destroying the body. Whilst spectacular, thankfully neither driver was hurt - Cannuli was disqualified for crossing the stripe handing Phillips the automatic win.

It was a bittersweet ending for the Crossroads team at the 49th running of the Winter Nationals.

"It will take a lot more than what happened to keep us away," smiled Cannuli. "It's taken 10 years and a lot of hard work to get to where we are today. We still have unfinished business and will be back to continue the next chapter of the quickest alky funny car in Australia and the world. Special thanks to Royal Precision Lubricants and their Titanium Racing Oils that protected our engine during this world record run."



**Brisbane:**  
Cnr Boundary Road & Potassium Street,  
Narangba, Queensland AUSTRALIA 4504  
Tel: +61 7 3203 0089  
Fax: +61 7 3203 3700

**Melbourne:**  
40 Kimberley Road, Dandenong South,  
Victoria, AUSTRALIA 3175  
Tel: +61 3 9768 2441  
Fax: 61 3 9768 3325

**Townsville:**  
13 Elquestro Way, Bohle, Townsville,  
Queensland, AUSTRALIA 4818  
Tel: +61 7 3203 0089  
Fax: +61 7 3203 3700

**Perth:**  
Oil Tech WA  
Unit 5/19 Purser Loop, Bassendean,  
Western Australia, 6054  
Tel: +61 8 6278 3355