



## PREPARING FOR FUEL TESTING AT THE SCCA RUNOFFS

The supplemental regulations for the 2018 SCCA Runoffs state in section 9.12, "All race cars shall use only Sunoco Race Fuel purchased from Paul Oil Company at the 2018 Runoffs." Be sure to check the specific regulations for fuel in the 2018 Runoffs Supplemental Regulations. "These fuels shall be purchased (at the track) and will be tested in accordance with the official Runoffs' fuel testing procedures including physical properties, (the presence of an Isotag), dielectric constant and specific gravity." The specific fuel in the racecar must be declared during post-qualifying or post-race impound during sample collection, and the fuel in a Runoffs' racecar must match the properties for one of the fuels available at the track.

Before the first official session we recommend that you have the fuel in your car tested voluntarily. If you intend to change fuel brand or type or if you are using a new fuel available at the Runoffs, at a minimum, we recommend draining your fuel tank/cell, then add a few gallons of your chosen fuel, run the car and drain the tank/cell again. Adding Runoffs compliant fuel to a fuel tank/cell containing significant quantities of other fuel already in the tank/cell is very likely to result in test failure."

Let's assume that the Runoffs racecar has a 10-gallon fuel tank/cell (for a 20 gal. tank double the numbers), drain the fuel tank/cell as well as possible. If possible drive the car to remove as much fuel as possible. We do NOT recommend running the car until the car stops with an "empty" tank. This may damage the fuel pump if so equipped. It may be necessary to use the fuel port to remove the fuel. With a 10-gallon tank/cell there may be 1 -2 gallons of fuel which is below the fuel tank pick up. Saddle tanks may be more difficult to empty.

Add 1 gallon of your chosen track fuel (filling the tank/cell at this point is not recommended) to the "empty" 10-gallon tank and start the engine. If possible drive the car a short distance. This is to mix the fuels in the tank/cell. Again, remove as much fuel as possible and discard or save this fuel for other purposes. Remove some of this fuel through the fuel test port to clean it.



Add 1 more gallon of fuel to the tank and again drive or run the engine to mix the fuel in the tank. Acquire a clean Runoffs' test bottle and fill it using the fuel test port and bring this sample to the fuel test site. Usually this procedure will result in a fuel sample which "passes" the Runoffs test. In some cases, the process must be repeated.

Changing the fuel in a racecar mid-week will require repeating this process. Mixing two different fuels purchased at the track will result in test results that will not match the physical properties of either original fuel. Also, be aware of fuel type restrictions for specific race classes. SM, SRF3 and B-Spec classes are restricted to 91 octane unleaded gasoline; FE, FE2 is restricted to 100 octane unleaded; T2, T3 and T4 classes are restricted to 91, 98 or 100 octane unleaded. All other classes, except those required to use diesel fuel, may choose to run any of the available gasolines, including 91, 98 or 100 octane unleaded and 110, 112, or 116 octane leaded. The 91 and 100 octane unleaded fuels contain ethanol.