

BETTER ENGINE PERFORMANCE

WHAT IS RACE GAS?

THE PROOF IS IN THE FORMULA

While Motorsports Fuel and Equipment was founded in 2011, development of its first product started three years earlier with an expensive race engine destroyed by bad racing fuel. While competing in a road course race, our founder burned a hole in the piston of a very expensive flat six motor. When the engine was torn down there were signs of detonation in each cylinder. Even though the pump at the track stated the fuel was 110 octane, the destroyed engine told a much different story.

At this point the search went out to find equipment that could be used to measure the octane of fuel before putting it in the tank. Options were very limited and extremely expensive. As it turns out there really is no easy or inexpensive way to test the octane of race fuel in the field. As a result we began to look at the problem from the other end, the race fuel itself.

Due to several changes in federal and Minnesota state law it is nearly impossible to legally transport large quantities of fuel by highway. So our search began for a product that we could add to pump gas to raise the octane and energy to that of race fuel. We found a few products that claim they could raise the octane but couldn't verify or guarantee the octane levels it could achieve. We also found some enthusiast websites that had recipes for "home brew" octane boost. When we analyzed these "home brews" we found that the components in these blends would damage the engine, not raise the octane significantly, or both.

Over the course of the next two years, we spoke with hundreds of experts and analyzed hundreds of blends. We created several "test candidates" that were tested by our two independent laboratory partners. After much searching, we finally came up with the one that we thought performed the best. As we moved forward to put this formula into production, the federal government stepped in. Our blend used too much organometallic compounds to be produced legally. While at the time we felt this was a huge setback, it actually turned out to be the giant leap forward.

The federal ban caused our several chemists and petrochemical suppliers to formulate the blend that became RACE GAS. When we tested this blend using ASTM D 2699 and 2700 tests, the new formula blended with pump gas produced results better than the formula originally banned by the Government. This blend performed better than anything else we had seen or tested! We had found the sweet spot for our product.

Since then we have used RACE GAS in everything from a 944 Turbo race car, a modified Audi TT, a Hemi Magnum, a Hemi Challenger, and modified VW R32, a Corvette and many other cars. All demonstrated increases in power, throttle response, and torque, (you can see the dyno test results of many of these cars on our test results page).

While we are thrilled to bring RACE GAS to the enthusiast market we are not satisfied there. Over the next year we will be launching several other motor sports products like RACE GAS Leaded formulation, RACE GAS Ctane, and RACE GAS Drag blends. It is our ongoing mission to bring high quality, unique, products to the motor sports market.

USE RACE GAS IN THESE VEHICLES!



RACE CARS



PASSENGER CARS



MOTORCYCLES



PERSONAL WATERCRAFT



BOATS



GO KARTS



SNOWMOBILES



NOT FOR AIRCRAFT

MORE TRACK TIME

OUR STORY



While the founders all had "real jobs" over the years their true passion has always been motor sports. With the development and launch of RACE GAS the new products that are in development they have been able to realize the dream of making their hobby into a career.

DAN

Dan has over 23 years of sales, marketing and management experience in various industries. Over the last 15 years, Dan has managed business' as large as \$117 million in annual revenue and managed teams as large as 22. In addition Dan has developed strategic account relationships in eight different countries.

Since the early 1980's, Dan has been an avid motor sports enthusiast. Dan started out as a teenager driving a 4-cylinder 914 in parking lot auto cross events. Since then Dan has participated in many high speed events ranging from DE, Time Trial, Autocross and Road Course Racing. Dan has owned three purpose-built race cars and has participated in PCA, Vintage, and NASA, road racing events throughout the United States. Dan is currently an instructor for the Performance Driving School at Brainerd International Raceway.

MARK

Mark's background as an entrepreneur goes back over 20 years, the last 15 of which were in the automotive after market. Mark has extensive experience in the automotive after market and motor sports markets alike.

Mark has been a "track rat" for the last 15 years participating in Time Trial, DE and Road Racing. Most recently Mark and his team Tubby Butterman Racing won the 2012 regional championship in the regional ChumpCar World Series. Mark campaigns his BMWs in various other driving events and competition. Mark is also an instructor at the Performance Driving School at Brainerd International Raceway.



MARK AND THE TUBBY BUTTERMAN RACING TEAM WINNING THE 2012 REGIONAL CHAMPIONSHIP

With RACE GAS you can make your own racing fuel using Pump gas. No Fuss, no muss, no bother, no illegal hauling of 55 gal drums of Race Fuel. Make what you need, when you need it, how much you need, with minimal waste.



WE ARE SERIOUS ABOUT RACING, EVEN WHEN WE ARE AT WORK

After Blowing 2 engines because of "Bad Gas" obtained at race tracks Dan decided there had to be a better way to obtain a known proper octane Fuel for his race cars. After a couple years of research, testing and retesting RACE GAS was born.

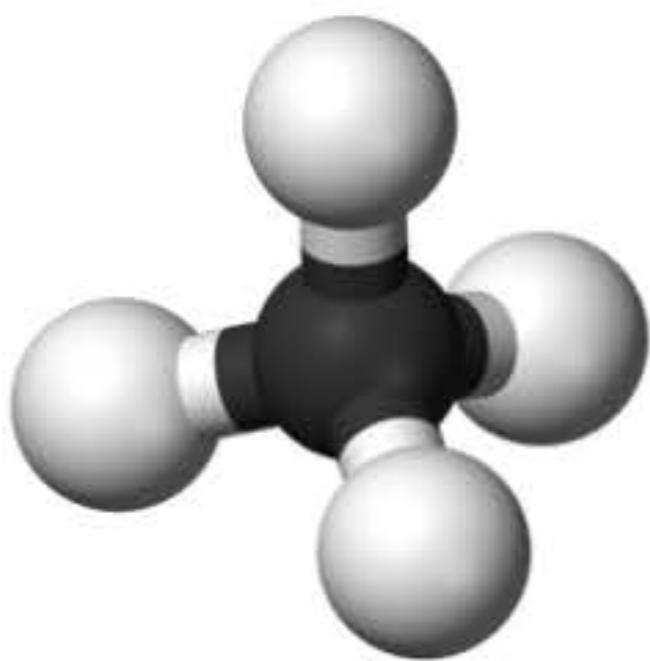
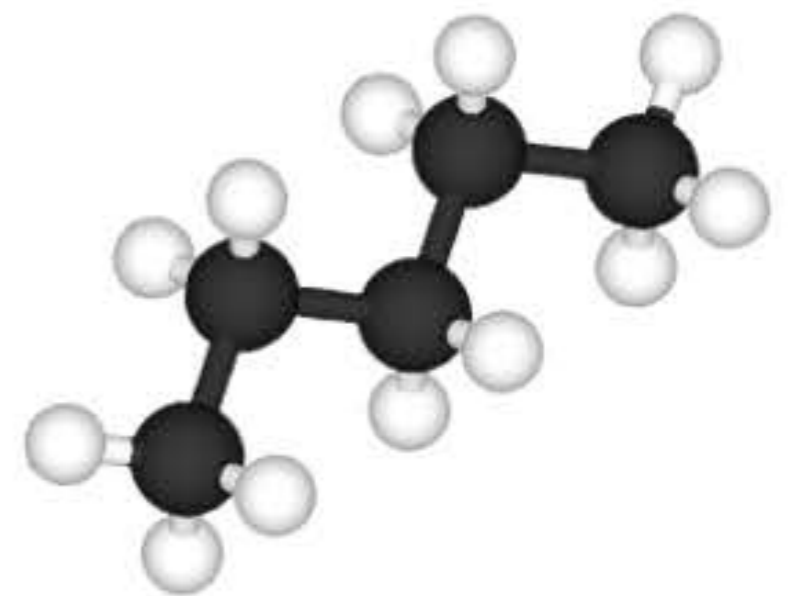
WINS MORE RACES

CONTENTS

Race gas contains many chemicals that fall into three primary groups Fuel Hydrocarbons, Oxygenate, and Organometallic Compounds. Each group of compounds is found in typical gasoline. What makes RACE GAS different are the individual chemicals that were chosen from each group. While our exact recipe is proprietary (patent pending) we can share the family of compounds used and their relative properties.

FUEL HYDROCARBONS

Put simply, fuel hydrocarbons are compounds that contain both carbon and hydrogen that, when oxidized (burned), produce water and carbon dioxide. Saturated hydrocarbons have a high octane rating and contain additional carbon atoms which produce more energy during combustion. When combined with certain organometallic compounds, the fuel hydrocarbons in RACE GAS have synergistic effect to produce higher octane ratings than if they are used alone.



OXYGENATES

Oxygenates are one of the most misunderstood compounds in gasoline. While many have heard of the negative effects of oxygenates like Ethanol and Methanol not all oxygenates are created equal.

Oxygenates play a very important role in high octane gasoline. Like the name suggests oxygenates add oxygen to gasoline. By adding an oxygenate to RACE GAS, it adds crucial oxygen to the fuel which, in turn, creates more efficient combustion and the fuel is burned more completely. This allows the advantage of more energy released by the fuel's combustion of the additional carbon atoms added by the hydrocarbons found in RACE GAS. The net result is more horsepower!

The oxygenates that are used in RACE GAS **are not derived from alcohol** (like methanol or ethanol) and therefore do not damage fuel system or engine components.

ORGANOMETALLIC COMPOUNDS

Organometallic compounds are added to gasoline to increase the octane of the fuel. Up until recently, tetra ethyl lead was used in gasoline for this purpose. In addition lead was used as a lubricant on older engines that didn't have hardened valve seats. The problem with lead in gasoline, (other than the environmental effects), was the fact that scavenger compounds needed to be added to gas in order to keep the lead from creating deposits on pistons and cylinder heads.

When the US Government banned lead in gasoline, refiners turned to other metallic compounds like manganese, iron, nickel and magnesium. We believe that manganese has the best effect on octane and the synergistic effect with the other compounds found in RACE GAS. As a result RACE GAS contains the highest quality methylcyclopentadienyl manganese tricarbonyl or MMT.

