



**Motorsport**

ENGINE OILS



# Triple Ester engine oils.

Millers Oils fully synthetic motorsport formulations combine 3 synthetic esters with high performance additives (including the optimum amount of ZDDP Zinc antiwear additive) and friction modifiers to provide maximum power output with minimum wear

The high ester content reduces the amount of polymer in the formulation and increases the oil's resistance to shear and loss of viscosity. The precise choice of esters optimises performance across the range of typical racing temperatures and loads.

## Benefits:

- Low friction
- Maximum power
- Low wear
- Excellent temperature resistance.

**CRO 10w40 COMPETITION RUNNING IN OIL.** A mineral oil, carefully formulated to protect engine components and speed up the bedding in process. A race engine must not be run in on a semi or fully synthetic race oil. Ideal for test bed running.

**CFS 0w20 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** For modern competition engines where maximum power release is required. Formulated for use in qualifying or shorter duration events where the engine is suitable to take advantage of this type of low drag/low friction lubricant.

**CFS 5w40 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** Suitable for fast road, race, rally, sprints and hill climbs. Ideal for engines with hydraulic tappets such as Ford Zetec.

**CFS 10w40 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** Suitable for smaller capacity race and rally engines and turbocharged engines for fast road and track days. A performance alternative where the manufacturer specifies a 5w40.

**CFS 10w50 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** For race and rally engines, and especially suited to modified, high performance vehicles with or without turbochargers, for fast road and track day use. A performance alternative where the manufacturer specifies a 10w40.

**CFS 10w60 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** For larger race and rally engines, with or without turbochargers, especially where subject to severe and high stress conditions.



Millers Oils driving technology



Millers Oils formulations are recommended by many engine builders for highly stressed applications in racing, rallying, track day and fast road use.

**CFS 15w60 COMPETITION FULLY SYNTHETIC TRIPLE ESTER FORMULATION.** A slightly heavier base viscosity to provide maximum protection in high ambient temperatures and highly stressed applications. Ideal for turbocharged engines and the extremes of endurance racing and rallying.

**COR 20w50 COMPETITION SYNTHETIC FORTIFIED MINERAL OIL.** Provides an excellent performance to value ratio. Formulated primarily for short circuit racing.

**CSS 10w40 COMPETITION SEMI SYNTHETIC ENGINE OIL.** For high performance road and race applications in cars and motorcycle engines.

**CSS 20w60 COMPETITION SEMI SYNTHETIC ENGINE OIL.** High viscosity semi synthetic engine oil specially designed to protect competition engines running at very high temperatures and/or endurance events. Ideal for older competition engines such as Aston Martin, Jaguar, Triumph and Austin Healey. Also ideal for historic Formula Ford and American V8's.

**CTV 20w50 A UNIQUE COMPETITION SEMI SYNTHETIC 20W50 WITH EP LEVELS OF GEAR PROTECTION.** Specifically formulated for classic competition Minis and any application where the engine and gearbox share a common oil.

Note: All our CFS engine oils are manufactured to far exceed the requirements of ACEA A3, B4 & API SL.



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"A high-tech racing car requires high-tech products. Millers Oils provides us exactly the products we need for driving in the rough conditions of the World Rally Championship. Through the Nano Technology gear oils we achieved lower temperatures of gearbox and differentials which on hot events is a big advantage in comparison to other oil suppliers." **Quirin Müller, team manager Jipocar Racing**

**Callum Black, Rally Driver,** commented in 2011 "1,000 miles of racing, 18,000 gear changes, 1 seasons hard driving – and the gearbox is still in excellent condition"

We asked Callum for his used gearbox parts to check for wear and he said yes, but not yet – he's still using them.



**TH Motorsport owner Trevor Humphrey,** said; "The NT oil seems to cope with the heat much better than any other gear oil we have used and retains its viscosity far longer. The oil seems to stick to the gears and dog rings much better and approaching the halfway point in the BTCC season we have only spent about half of what we spent last year on replacement gearbox parts."

**Team KWR, Jason Hughes** stated: "Team KWR have used Millers Oils since 2005 and we have experienced fantastic reliability. Impressive test results from our engine builder against one of the worlds no.1 oils back up our faith in Millers products."



**David Pinkney Motorsports' Andrew Dean** commented in 2010: "We are pleased to have Millers Oils on board this year, and have been very impressed with the performance of their products – the NT gearbox oil in particular has even drawn praise from gearbox suppliers and engineers in terms of the wear protection which is evident when the boxes are inspected post-race."



KAPS Transmissions' dogkits are at the top of the rally market and demand a top performing oil that can match the gearbox performance. Millers Oils' new range of oils containing Nano Technology additives which significantly reduce internal friction and power losses, whilst providing additional shock protection to dog rings and gears, was considered as the preferred choice with testing to begin. Over 2009, KAPS Transmissions and Millers Oils had begun testing of its Millers premier oil CRX LS 75w140 NT in KAPS Transmissions dogkit applications. Over this time, testing was conducted in both Mitsubishi and Subaru gearboxes, on and off the track.

Samples of oil were taken for analysis after 300kms of SS racing (recommended period for KAPS Transmissions dogkits is 250kms SS racing), with results now coming to hand. Not only was the condition of the oil important, the wear and tear on the complete gearbox was taken into consideration, along with driver feedback.

In the KAPS Transmissions workshop, gearboxes were stripped, all parts reviewed with Millers Oils CRX LS 75w140 NT needing to pass the KAPS Transmissions strict quality control checks. There were no visible signs of oil overheating or breakdown. Additionally, parts were found to be in great condition and appeared to be well lubricated for the duration of the test period.

**KAPS Transmissions now recommends Millers Oils CRX LS 75w140 NT in all of its dogbox applications.**

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