

**Safety Alert**  
**1996.09**  
**AV-GAS**

- The following information comes from a Motor Cycle magazine of a few years gone.

The weakness of running AV-GAS in high performance 2 stokes is its lack of lubrication, engines may suffer rapid bore and ring wear as well as pinging and detonation.

Apparently AV-GAS burns slower and is designed for aircraft engines turning around 2,500 RPM.

According to Toney Hatton racing a additive called ELF2030 changes the chemistry of AV-GAS 100LL to enhance combustion giving a smooth powerful burn rather than a sudden bang that's consistent with AV-GAS. By adding 15ml to a litre of AV-GAS allows tuners to jet engines finer and optimise ignition timing.

A one litre tin of ELF2.500 will treat 60 litres of AV-GAS at 50¢ a litre.

This article applies to engines turning as high as 10,000 RPM, yet wear at any revs is still wear, so I guess it still applies.