



VP Racing PRODUCT GUIDE

Advancing the Science of
Motorsports™

VP Racing products are available for export worldwide and are conveniently distributed through warehouses across the United States, Canada, Mexico, Australia and Europe. Distributor inquiries are invited.



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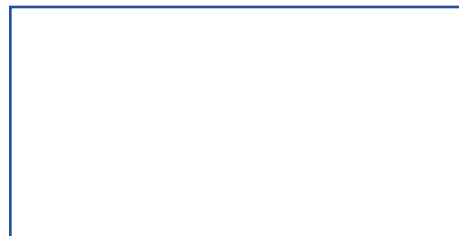
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VP Racing has been making the best fuels for motorsports since 1975.

In fact, in race venues not controlled by a fuel rule, VP consistently fuels more winners than any other American fuel company. We currently produce more than 50 unique blends that have fueled champions in virtually every racing category and class—from drag racing, circle track and road racing to off-road, off-shore and even airplane racing.

VP's fuels have a well-deserved reputation for superior power and consistency—as illustrated by the NHRA Pro Stock Champions who have made VP their fuel of choice for 29 consecutive years -- a record unmatched by any major

sponsor in the industry. One of the reasons for VP's consistent success is our focus. We don't make ordinary pump gas and don't run a chain of convenience stores. We make power. And we make it for racing.

Total control over our products is another reason for our success. We blend all our own fuels. We lead them. We dye them. We drum them, test and store them. This painstaking care ensures every gallon of VP fuel meets our quality standards regardless of where it's shipped or where it's purchased.

We're committed to being actively involved in our customers' success. While VP Racing owns and operates an analytical laboratory fully equipped with dyno and test engines, we spend most of our time working with racers in their shops, on their dynos and with their vehicles at the track. This gives us a big advantage over larger oil companies that rely on laboratory conditions for most of their product development.

VP is no less demanding in the engineering and precision of its racing synthetic oils, two-cycle lubricants, performance chemicals, additives, traction adhesives and accessories. Each and every one is designed for maximum power and performance. We do all this to stay ahead of our competition so you can stay ahead of yours.

Fuel Icon Chart

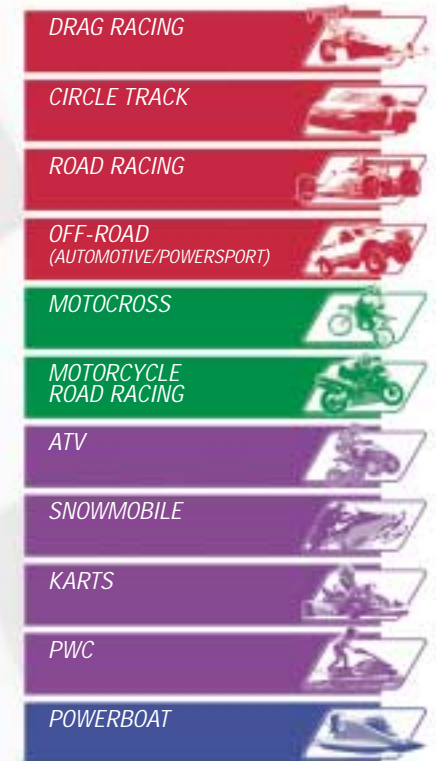


Table of Contents

CHOOSING THE RIGHT FUEL 2
LEADED FUELS
 All Around Performers with Multiple Applications 3
 Specialty Fuels with Primarily Automotive Applications 4
 Specialty Fuels for Automotive Drag Racing Applications 6
 Specialty Fuel for Controlled Competition 7
 Specialty Fuels for Powersports 8
UNLEADED FUELS
 All-Around Performers with Multiple Applications 9
 Specialty Fuels 11
 Specialty Fuels with International Applications 11
OTHER SPECIALTY FUELS
 Methanol 12
 Racing Nitromethane 12
 Custom Blending 12
SYNTHETIC OILS
 Synthetic Engine Oils 13
 Street Oils 14
 Synthetic Rear End Oils 15
 Synthetic Manual Transmission Oils 15
SPECIALTY OILS
 Semi-Synthetic Rear End Oils 16
 Two-Cycle Racing Lubricants 16
 Engine Assembly 16
PERFORMANCE CHEMICALS 17
TRACTION 18
ACCESSORIES 19
APPAREL 20
GIFTS/NOVELTIES 21
SANCTIONING BODY AFFILIATIONS 21

Which VP racing fuel is right for your engine?

There's no simple answer to this question. As with everything, there are trade-offs. While you can't find a racing fuel that has the best of everything, you can find one that gives your particular engine the most power. That's why VP produces different fuels for different applications. The key isn't to just buy the fuel with the highest octane, but getting one that's best suited for your engine. To determine what's best for your engine, you should first understand the basic characteristics of fuel that dictate its performance in an engine.

Four Fuel Properties

1. OCTANE: This does nothing more than rate a fuel's ability to resist detonation and/or preignition. Octane is rated in Research Octane Numbers (RON), Motor Octane Numbers (MON) and Pump Octane Numbers (R+M/2). A Pump Octane Number is the number you see on the yellow decal at gas stations, representing the average of the fuel's RON and MON. VP relies on MON because the MON test more accurately simulates racing conditions. Don't be fooled by high RON or R+M/2 numbers. Many companies use these simply because they look higher and are easier to come by due to the testing methods. Also, be aware that the ability of fuel to resist preignition is more than just a function of octane.

2. BURNING SPEED: This is the speed at which fuel releases its energy. At high RPMs, there is very little time (real time - not crank rotation) for the fuel to release its energy. Peak cylinder pressure should occur around 20° ATDC. If the fuel is still burning after this, it's not contributing to peak cylinder pressure (which is what the rear wheels see).

3. ENERGY VALUE: An expression of the potential energy in fuel. The energy value is measured in BTUs per pound, not per gallon. The difference is important as the air/fuel ratio is in weight, not volume. Generally speaking, VP's fuels measure high BTUs per pound and thus, have a higher energy value. This higher energy value will have a positive impact on horsepower at any compression ratio or engine speed.

4. COOLING EFFECT: The cooling effect of fuel is related to the heat of vaporization. The higher a fuel's heat of vaporization, the better its ability to cool the intake mixture. A better cooling effect can generate some horsepower gains in 4-stroke engines, and even bigger gains in 2-stroke engines.

We've briefly summarized the relevant characteristics, uses and applications for the fuels listed in this brochure, but before making a final selection, we recommend consulting your local VP dealer or corporate warehouse. Be prepared to answer the following questions:

- Is your engine naturally aspirated, turbocharged, blown or using nitrous oxide?
- In what series or sanctioning body will you be racing?
- What are the race's fuel rules, e.g., are any fuels illegal or do they allow oxygenated fuels?
- In which class will you be racing?
- What is the compression ratio (CR) of your engine?
- Does your engine have O2 sensors or CATS?

You can be confident that once we understand your application, we'll find the fuel that will make the most power for your engine!



All VP fuels are available in 5-(19 liter), 15-(56 liter), 30-(113 liter) and 54-gallon (204 liter) pails and drums, except where noted.



LEADED All Around Performers with Multiple Applications

Motorsport 105L™

Formulated for stock applications with CRs below 11:1, e.g., Stock Eliminator type racing engines. Offers the benefits and octane of a leaded fuel at a lower cost than more exotic race fuels.

COLOR	Orange
MOTOR OCTANE	101
R+M/2	105
SPECIFIC GRAVITY	.745-.760 at 60°F



VP Red™

A great standard grade of racing fuel. Used in higher compression race engines up to 13:1, for any application where cost is a factor.

COLOR	Red
MOTOR OCTANE	105
SPECIFIC GRAVITY	.730-.745 at 60°F



Ted Christopher - former NASCAR Weekly Racing Series National Champion and regular Featherlite Modified winner



VP-110™

Not your "standard" 110! Highest rated MON of any 110 fuel on the market. Formulated for use in naturally aspirated engines with CRs up to 14:1. Works well in 2-strokes. Good lower cost alternative.

COLOR	Purple
MOTOR OCTANE	107
R+M/2	110
SPECIFIC GRAVITY	.720-.735 at 60°F



C12™

The best all around racing fuel made. Recommended for CRs below 15:1, satisfying the needs of 75% of today's race engines. One of the winningest fuels in racing history, including Modified Tour, GNN, D.I.R.T., Indy Lights, NHRA, AMA as well as other local and national championships across the U.S. and around the world.

COLOR	Green
MOTOR OCTANE	108
SPECIFIC GRAVITY	.717 at 60°F



C11™

Recommended for CRs up to 12:1 with restrictor plates and standard flow heads. With unrestricted heads and manifolds and carburetors, C11 works very well to 11:1. Anticipate significant HP and torque increases. Used in NHRA Stock and Super Stock, SCCA and circle track.



COLOR	Orange or Purple
MOTOR OCTANE	104
SPECIFIC GRAVITY	.710 at 60°F

2BBL™

Designed for 2-barrel race engines in circle track applications with CRs up to 12:1. Offers major increases in horsepower and torque. Makes 2-3% more power than competitors' standard 110 octane race fuels!



COLOR	Purple or Orange
MOTOR OCTANE	104
SPECIFIC GRAVITY	.712 at 60°F

Scott Bloomquist - powers to the inaugural 2004 World of Outlaws Late Model Championship with VP's Late Model Plus



Late Model Plus™

Recommended for use on 3/8 mile or greater dirt and asphalt circle tracks in engines bigger than 400 CI with CRs greater than 14:1. Burns cooler, making as much power on the 100th lap as on the first. Works well with nitrous systems up to 200 HP and CRs lower than 13:1 in drag applications.



COLOR	Aqua
MOTOR OCTANE	113
SPECIFIC GRAVITY	.727 at 60°F

C921 RT™

Recommended for ultimate performance in engines operated at CRs up to 11:1 in high ambient air temperatures. Features increased anti-detonation and anti-vapor lock protection over C921.



COLOR	Purple
MOTOR OCTANE	102
SPECIFIC GRAVITY	.711

C14™

Recommended for naturally aspirated engines operating at over 8000 RPMs with CRs of 14:1 and over in drag race cars, 4-stroke drag race motorcycles, snowmobiles and PWCs (230 psi or higher). Spec fuel for NHRA Comp Eliminator.



COLOR	Yellow
MOTOR OCTANE	114
SPECIFIC GRAVITY	.696 at 60°F

C14 Plus™

Recommended for high RPM engines with ultra high CRs over 14:1 when additional octane is required for better detonation protection, while maintaining the same burn rate and specific gravity of C14.



COLOR	Clear
MOTOR OCTANE	115
SPECIFIC GRAVITY	.696 at 60°F

C15™

Used in large (500 CI or greater) normally aspirated engines with ultra high CRs of 14:1 or greater. Can also be used in smaller nitrous systems. Very consistent fuel - excellent for bracket racing.



COLOR	Green
MOTOR OCTANE	115
SPECIFIC GRAVITY	.713 at 60°F

CMP™

Special formula for high performance unrestricted "run what ya brung" racing competition. High level of oxygenates may require enriching the fuel mixture. Performs well in race engines up to 13:1. For higher compression applications, see VP's DRT formula.



COLOR	Purple or Green
OXYGENATED	Yes
MOTOR OCTANE	104.5
SPECIFIC GRAVITY	.725 at 60°F

DRT™

DRT is formulated for the same unrestricted applications as VP's CMP, but for race engines with CRs greater than 13:1. For lower compression applications, see VP's CMP.



COLOR	Blue
OXYGENATED	Yes
MOTOR OCTANE	115
SPECIFIC GRAVITY	.746 at 60°F



VP Stock/Super Stock™

Formulated for use in naturally aspirated engines with CRs up to 14:1. NHRA-approved fuel for Stock and Super Stock classes.



COLOR	Purple
MOTOR OCTANE	107
R+M/2	110
SPECIFIC GRAVITY	.732 at 60°F

C16™

Used in turbocharged engines, blown engines and nitrous applications with CRs up to 17:1. Recommended by the top nitrous oxide companies. Spec Fuel for NHRA Comp Eliminator and used by Sport Compact champions including Titan Motorsports and others.



COLOR	Blue
MOTOR OCTANE	117
SPECIFIC GRAVITY	.735 at 60°F

NO2™

Recommended for fogger or three-stage nitrous oxide applications with CRs up to 18:1. Higher octane and lower specific gravity than most nitrous fuels. May require enriching fuel mixture more than would be required for C16.



COLOR	Clear
MOTOR OCTANE	120.3
SPECIFIC GRAVITY	.699 at 60°F

2004 Champion Greg Anderson becomes the 29th consecutive NHRA Pro Stock champion to be fueled by VP Racing



C19™

Used in high RPM, normally aspirated drag race applications with CRs up to 17:1. Spec fuel for NHRA Comp Eliminator classes.



COLOR	Yellow
MOTOR OCTANE	116
SPECIFIC GRAVITY	.695 at 60°F

C23™

Recommended for ultimate performance in nitrous oxide applications with CRs up to 18:1. Used in large 800 CI IHRA-style drag race engines. Spec Fuel for Pro Modified cars in NHRA Comp Eliminator.



COLOR	Blue
MOTOR OCTANE	118
SPECIFIC GRAVITY	.713 at 60°F



C25™

Recommended for CRs up to 16:1. Spec fuel for NHRA Pro Stock, Pro Stock Bike and Competition Eliminator. Also performs well in NHRA Stock and Super Stock applications.



COLOR	Yellow
MOTOR OCTANE	113
SPECIFIC GRAVITY	.695 at 60°F

C44™

Produces significantly more HP and torque over all other nonoxygenated fuels. Impressive results in normally aspirated engines with CRs from 9:1 to 17:1 in drag race and oval track qualifying applications.



COLOR	Purple
MOTOR OCTANE	99
SPECIFIC GRAVITY	.676 at 60°F

VP Import™

Maximum power and torque in small displacement, high RPM, all motor, turbocharged or nitrous sport compact applications. Used by 2004 NDRA (NOPI) Pro Street Tire Champion. Makes 5% more power than C16 and similar nonoxygenated fuels. Works well under high temperatures due to mechanical heat.



COLOR	Clear
MOTOR OCTANE	120+
SPECIFIC GRAVITY	.744 at 60°F

Nelson Hoyos - 2004 NHRA Sport Compact Pro FWD Champion



MS98™

Designed for lower compression engines with lower octane requirements in racing series that require cost-effective performance in a controlled fuel. Spec Fuel for Star Mazda.



COLOR	Light Blue
MOTOR OCTANE	96
SPECIFIC GRAVITY	.715 at 60°F



U2™

Designed for stock and modified 2-stroke applications. Makes up to 6% more power than pump gas and any basic nonoxygenated racing fuel. Passes fuel rules for AMA amateur racing, and is also perfect for club level racing, CCS, WERA and AFM. Makes engines faster and more responsive without harming the carburetor, O-rings or gaskets.



COLOR	Clear
OXYGENATED	Yes
MOTOR OCTANE	101
SPECIFIC GRAVITY	.717 at 60°F

U2e™

Developed for those states that restrict the use of MTBE in fuels. Will work well in the same applications as U2, with comparable power increases.



COLOR	Pink
OXYGENATED	Yes
MOTOR OCTANE	98
SPECIFIC GRAVITY	.724 at 60°F

U4™

Used in stock and modified 4-stroke applications, as well as stock 2-strokes. Makes up to 6% more power than pump gas and any basic nonoxygenated racing fuel. Passes fuel rules for AMA amateur racing and is also perfect for club level racing, CCS, WERA and AFM.



COLOR	Clear
OXYGENATED	Yes
MOTOR OCTANE	92
SPECIFIC GRAVITY	.718 at 60°F

U4e™

Developed for those states that restrict the use of MTBE in fuels. Will work well in the same applications as U4, with comparable power increases.



COLOR	Pink
OXYGENATED	Yes
MOTOR OCTANE	93
SPECIFIC GRAVITY	.718 at 60°F

MR1™

Recommended for 4-stroke applications where octane requirements are fairly low, e.g. Supersport, Superbike, Formula Extreme and MX. Delivers up to 6% more power than pump gas and any basic nonoxygenated racing fuel. Clean burning - leaves intake and exhaust valves virtually free of deposits for maximum airflow and performance from start to finish. Can be mixed with MR8 to raise octane level for specific applications. AMA legal except Supercross and Outdoor Nationals.



COLOR	Clear
OXYGENATED	Yes
MOTOR OCTANE	90
SPECIFIC GRAVITY	.749 at 60°F

MRX01™

For 2- and 4-stroke applications requiring the power of MR1 but higher octane values. Clean burning. Can be mixed with MR8 to raise octane level for specific applications. AMA legal except Supercross and Outdoor Nationals. Fueled the 2002 and 2003 AMA 125/250 Supercross and Outdoor National champions. Used by Factory Honda, Kawasaki, Suzuki, KTM and numerous factory-supported teams.



COLOR	Pink
OXYGENATED	Yes
MOTOR OCTANE	98
SPECIFIC GRAVITY	.717 at 60°F



MR8™

For use in 125 and 250 GP 2-stroke bikes and karting applications requiring high octane values. AMA legal except Supercross and Outdoor Nationals. Fueled the 2002 and 2003 AMA 250 GP champions.



COLOR	Yellow
OXYGENATED	Yes
MOTOR OCTANE	107
SPECIFIC GRAVITY	.730 at 60°F

MR9™

VP's newest fuel for 4-stroke applications that can tolerate lower octane values. Makes up to 2-3% more power than VP's MR1, meaning nothing on the market makes more power than MR9! AMA legal except Supercross and Outdoor Nationals.



COLOR	Clear
OXYGENATED	Yes
MOTOR OCTANE	87
SPECIFIC GRAVITY	.718 at 60°F



StreetBlaze™ street-legal racing fuels

Designed for high-performance street cars and powersports applications, with significant power gains over 92 premium unleaded. These fuels allow for higher compression, more advanced timing and increases in boost on turbo- and supercharged engines, as well as use of more powerful nitrous oxide systems. They won't harm catalytic converters or oxygen sensors.

NEW! StreetBlaze™ 100

Oxygenated with ethanol, StreetBlaze 100 meets California Air Resource Board (CARB) requirements and is street legal throughout the U.S.* Designed for aluminum head engines with CRs up to 13:1 and cast iron heads up to 14:1. Works well in the latest generation of electronically-controlled turbo engines, for example the Subaru WRX.



COLOR	Orange
OXYGENATED	Yes
MOTOR OCTANE	96
R+M/2	100
SPECIFIC GRAVITY	.746 at 60°F

NEW! StreetBlaze™ 101

Works well in the same applications as StreetBlaze 100, with comparable power increases. Street legal in states that do not restrict the use of MTBE.*



COLOR	Orange
OXYGENATED	Yes
MOTOR OCTANE	99
R+M/2	101
SPECIFIC GRAVITY	.800 at 60°F

NEW! StreetBlaze™ 103

The highest octane unleaded street-legal fuel in the U.S. Provides power and protection equal to some leaded racing fuels. Allows even more aggressive timing and higher compression - up to 14:1 in aluminum head engines and up to 15:1 with cast iron heads. Typically boosts turbo engines from the stock 8-10 lbs. to 20-25 lbs. Street-legal in states that do not restrict the use of MTBE.*



COLOR	Red
OXYGENATED	Yes
MOTOR OCTANE	99
R+M/2	103
SPECIFIC GRAVITY	.743 at 60°F

* Customers should check their local & state regulations to ensure compliance prior to use.

C10™

The best non-oxygenated unleaded racing gasoline available. Contains no metal compounds and won't harm catalytic converters or oxygen sensors. Used by national champions in SCCA and IMSA stock classes.



COLOR	Clear
MOTOR OCTANE	96
RESEARCH OCTANE	104
R+M/2	100

Ricky Camichael powers to the 2004 AMA 250cc Motocross Championship with VP Racing Fuels



Motorsport 100™

Designed for aluminum head engines with CRs up to 13:1 and cast iron heads up to 14:1. Allows for more advanced timing than pump gas in normally aspirated engines, as well as an increase in boost on turbo- and supercharged engines. The higher octane also permits use of more powerful nitrous oxide systems. Works well in the latest generation of electronically-controlled turbo engines. Legal for use in all states.



COLOR	Orange
OXYGENATED	Yes
MOTOR OCTANE	96
R+M/2	100
SPECIFIC GRAVITY	.746 at 60° F

Motorsport 101™

Works well in the same applications as MS100, with comparable power increases. Not legal in states that restrict the use of MTBE.



COLOR	Orange
MOTOR OCTANE	99
R+M/2	101
OXYGENATED	Yes
SPECIFIC GRAVITY	.800 at 60° F

Motorsport 103™

MS103 provides power and protection equal to some leaded racing fuels. Designed for aluminum head engines with CRs up to 14:1 and cast iron heads up to 15:1. Allows more aggressive timing than MS101, along with more substantial increases in boost on turbo- and supercharged engines. AMA legal for Supercross & Outdoor Nationals. Not legal for use in states that restrict the use of MTBE.



COLOR	Red
MOTOR OCTANE	99
R+M/2	103
OXYGENATED	Yes
SPECIFIC GRAVITY	.743 at 60° F

Motorsport 109™

Produces more power than any other unleaded fuel. Recommended for higher boost applications with CRs up to 11:1 or naturally aspirated engines up to 13:1.



COLOR	Clear
MOTOR OCTANE	101
RESEARCH OCTANE	109
OXYGENATED	Yes
SPECIFIC GRAVITY	.722 at 60° F

MR-PRO2™

Formulated to make the most power under the new 2004 AMA Pro Racing unleaded fuel rule while meeting the high octane demands of 2-stroke racing engines. Developed and proven on the dynos and at the track with the top factory motocross teams.



COLOR	Pale Yellow
OXYGENATED	Yes
MOTOR OCTANE	91
RESEARCH OCTANE	103
SPECIFIC GRAVITY	.750 at 60° F

MR-PRO4™

Formulated to make the most power under the new 2004 AMA Pro Racing unleaded fuel rule while meeting the lower octane demands of 4-stroke racing engines. Developed and proven on the dynos and at the track with the top factory motocross teams.



COLOR	Pale Blue
OXYGENATED	Yes
MOTOR OCTANE	89
RESEARCH OCTANE	102
SPECIFIC GRAVITY	.758 at 60° F

M8-1™

Used in FIM MX and Road Race competition. Designed and specifically formulated to maximize power and performance.



COLOR	Yellow
MOTOR OCTANE	90
RESEARCH OCTANE	101
OXYGENATED	Yes
DENSITY	.740 at 15° C

M8-2™

Styled after FIA/FIM regulations but with a slightly lower Research Octane Number than M8-1 or A5 fuel.



COLOR	Yellow
MOTOR OCTANE	90
RESEARCH OCTANE	99
OXYGENATED	Yes
DENSITY	.740 at 15° C

A5™

Used in FIA regulation motorsports. Specifically formulated and designed for maximum power and consistent, clean burning performance.



COLOR	Red
MOTOR OCTANE	90
RESEARCH OCTANE	101
OXYGENATED	Yes
SPECIFIC GRAVITY	.740 at 15° C

SV-05™

Developed for European drag race, oval track, road race and off-road high performance engines. This oxygenated product makes big HP and torque gains on and off the track. Spec fuel for European Pro Stock drag racing.



COLOR	Clear
MOTOR OCTANE	98
OXYGENATED	Yes
SPECIFIC GRAVITY	.745 at 15° C



Methanol

M-1™ Racing Methanol has a 99.95% minimum purity – the highest purity available in the U.S. With M-1, engines run cooler and are less subject to corrosion. VP uses only lined drums which prohibit rust, corrosion and metal deposits that can contaminate fuel delivery systems. Recommended for all methanol-legal racing applications.

Racing Nitromethane - Angus Nitrofuel® and VP NITRO™

VP Racing Fuels is the exclusive North American Distributor for Angus Nitrofuel and for VP NITRO from WEGO Chemical & Mineral Corp., both of which offer nitromethane of the highest purity and consistency. Both VP Nitro and Angus Nitrofuel are available in all grades up to 100% and are used by top teams in drag racing around the world. Both mix with methanol for drag, oval track and hobby applications. Both NITROFUEL 85 and VP NITRO 85 satisfy current NHRA 85% spec for Top Fuel and Funny Car.

NitroFuel is a trademark of the ANGUS Chemical Company.

Available in 5 gallon pails and 500 pound (about 53 gallons) drums.

2004 NHRA Funny Car Champion John Force



Custom fuels are VP Racing's specialty. With the ability to adjust lead level, oxygen content, color and other properties, VP can develop a fuel customized for virtually any application, as illustrated by our 50+ existing blends. This expertise has led to VP designing, producing and dispensing high quality leaded and unleaded "spec" racing fuels for many sanctioning organizations, including ASA, Barber Dodge, NHRA, SKUSA, Star Mazda, Stars of Tomorrow and Toyota Atlantic, among others. VP assists many of these organizations with fuel testing requirements as well.



With VP's RS Racing Synthetics, every molecule of every component is selected based on its contribution to maximum performance – not cost. As a result, these oils produce the most power and lowest wear of any racing oil made. As with its fuels, VP achieved this superior performance by working together with racing teams on their dynos and at the track. The same discipline and commitment that lead to the best fuels in motorsports was applied to the development of VP's RS Racing Synthetics.

Synthetic Engine Oils

BI-20™ Synthetic Dyno/Break-In Oil

Why break-in an expensive motor with an oil not designed for break-in? BI-20 is specifically blended to protect expensive engine components against wear in the first critical minutes. Makes more power by promoting a more effective ring seal. Excellent EP characteristics to protect pushrod cups, wrist pins and camshafts (all valve train components will look better with this oil). Comparable to 20w oil.

BI-30™ Synthetic Dyno/Break-In Oil

This break-in oil is gaining huge acceptance by NASCAR engine builders in Charlotte. BI-30 allows engines to break-in faster, seal up faster and in some instances, make more power. Comparable to 30w oil.

"RT" and "R" Series Engine Oils

Developed for racing, VP's RT oils use superior chemistry to meet the unique demands of high-performance applications. While somewhat more expensive than oils engineered for the general public, RT oils are track-proven to make more power than general application oils as well as most competitors' synthetic racing oils.

A refinement of its RT technology yielded VP's second generation of engine oils—the "R" series, which uses a slightly different, improved chemistry. VP's "R" series oils offer a noticeable increase in power over its RT oils for a slight increase in cost, and outperform competitors' oils by a substantial margin. In addition to increased power, both RT and R oils reduce oil temperatures, especially in flat tappet camshaft applications. Testing has proven these oils locate hot spots with elevated temperatures, such as push rod ends, and penetrate into the metal surface for maximum friction reduction.

RS10-3RT™ and RS10-3R™

For use in drag racing and circle track qualifying, e.g., NHRA Pro Stock and NASCAR, at operating temps up to 190° F. Although these oils will protect to 250° F, the low viscosity gives excess oil flow at temps above 200-210°.

RS21-6RT™ and RS21-6R™

For use in circle track racing and qualifying at operating temps of 140-270° F. Some drag race cars with looser clearances will use these oils. They've been proven in Daytona testing at 600 miles and also in NHRA Pro Stock drag racing.

RS45-8RT™ and RS45-8R™

For use in circle track applications under 500 HP. Developed for NASCAR restrictor plate racing and other applications where the load on the crankshaft is not extreme.

2004 Star Mazda Champion Michael McDowell



Synthetic Engine Oils -continued

RS55-9RT™ and RS55-9R™

Comparable to 20w—used in circle track, road racing and endurance racing. You'll find RS55-9R in NASCAR Cup engines on race day.

RS77-13RT™ and RS77-13R™

Comparable to 30w—for racers who want the power of synthetics in a heavier viscosity oil. Used in NASCAR and road racing.

Warren Johnson -
6-time NHRA
Pro Stock
Champion and
VP customer
since 1975



Street Oils

RS530-5W30™

RS1040-10W40™

RS1550-15W50™

100% ester synthetic for maximum horsepower and protection. Exceeds API standards and is superior to most petroleum oils for film strength. Excellent street/race oils offering increased fuel economy in addition to maximum horsepower, added durability and extended oil life.



2004 AMA Superbike
Champion Mat Mladin.



Synthetic Rear End Oils

RSGL 30-6™

Developed for Circle Track qualifying. Proven in Daytona qualifying and racing.

RSGL 177-22™

Developed for Drag, Circle Track and Road Racing. For use in applications of 1,500 HP or less. Proven in Daytona testing at 600 miles.

Both RSGL 30-6 and 177-22 offer the toughest extreme pressure protection on the market and release the most power of any race-proven rear end oil for these applications!

RSGL30-6R™

Developed with VP's newest "R" technology for low horsepower applications. Used very successfully in 2004 Busch and NASCAR Cup qualifying with restrictor plate engines.

2004 Trans Am
Road Racing Series
Champion
Paul Gentilozzi



Synthetic Manual Transmission Oils

RSTL 21-5™

Developed for Circle Track Qualifying and Drag Racing. Proven in Daytona qualifying and NHRA Pro Stock. Tough, yet low drag.

RSTL 44-8™

Developed for Drag Racing, Circle Track and Road Racing. Proven in all three categories, RSTL 44-8 offers the toughest extreme pressure protection with less parasitic drag of any manual transmission racing oil. Only outdone in drag racing by VP's RSTL 21-5.

RSTL21-5R™

Developed with VP's newest "R" technology for low horsepower applications, e.g., Busch and NASCAR Cup qualifying with restrictor plate engines. The combination of TL21-5R and GL30-6R was the fastest combination for NASCAR qualifying at the end of the 2003 season! Also proven to generate 2-3% more horsepower in 2-barrel and low horsepower Saturday night circle track cars!

Semi-Synthetic Rear End Oils

GL 100™ Gear Lube Viscosity: 75w90; Color: Yellow.

GL 150™ Gear Lube Viscosity: 80w140; Color: Red.

Semi-synthetic gear lubricants for improved efficiency and fuel economy. Offers less wear and cooler operating temperatures in limited slip or conventional differentials, manual transmissions or manual transaxles. Great value for performance delivered.



Two-Cycle Racing Lubricants

C2™

Synthetic petroleum blend for all 2-cycle engines. Downstream additive package keeps power valves cleaner, longer. Clean burning and great protection - excellent for racing! Best cost-competitive 2-cycle oil on the market!



RS 7™

Best performing 100% synthetic racing oil on the market and the highest tech product VP currently makes! Most performance improvements come with trade-offs, but RS-7 actually will give you the best of everything - clean burn, great protection and 2% more power than any other synthetic 2-cycle oil. Provides high temperature oxidation stability with excellent rust and corrosion protection.



RC 3™ Racing Castor

For enthusiasts who insist on the protection capabilities of castor - this is the stuff! High performance racing castor. Ideal lubricant for gasoline, methanol and nitro fuels. Excellent for karts!



MTF 1™ Transmission Oil

Reduces fluid drag, clutch wear and slippage. Improves power and extends gear life by protecting bearings and shift mechanisms. Easily pays for itself in clutch and transmission wear. Performs better than motor or gear oils in transmission-wet clutch units. Exceeds all 2-cycle engine manufacturers' requirements for transmission lubricants.



Engine Assembly

Engine Assembly Lube

Excellent protection for all internal parts during assembly and initial starting procedures. Reduces wear and friction. Fortified with polymers that increase adhesive power! Use to pre-lube bearings, cams, lifters, etc.



Cool Down™

Reduces cooling system operating temperatures by up to 50°. Works great in high-performance radiator systems, towing vehicles, and long idling applications. Reduces coolant surface tension, allowing better laminar coolant flow for better heat transfer. Lubricates without the crystallization of other coolant additives.



C5™ Octane Booster

Raises octane higher than anything on the market using the most sophisticated technology available. Increases performance while providing lubrication for valves. Contains MMT, the only effective octane booster. Do not use with catalytic converters.



M2™ Upper Lube

M2™ Upper Lube w/ Candy Scent

Protects valves, guides, cylinder walls, fuel pumps and aluminum fuel systems for methanol powered engines. Leaves a thin film of lubrication to protect against corrosion between races. Its electrochemical plating technology is a big improvement over just using oil. Extends pump life.



SCORE Class 1 Unlimited
Champion - Terrible Herbst



VP Synthetic Fuel System Cleaner

Improves acceleration and restores performance by removing harmful deposits. Cleans complete fuel system, including combustion chambers, fuel injectors, intake manifolds, ports, carburetors, valves and fuel filters. Reduces or eliminates hesitation, surge, rough idle, run-on, knocks & pings. Reduces emissions & improves gas mileage.



Chain Glide™

Paraffin wax-based chain lubricant. Flings water and rust resistant. O-ring chain safe.



Propylene Oxide

Power additive for gasoline, methanol or nitromethane. Oxygen-rich and easily vaporized. Not legal in most sanctioned racing. Mix up to 20% by volume in methanol or gas; may have to enrich mixtures in any percentage over 5%.

Traction Compounds

VP's Lane Choice™ traction compounds are all designed as ready-to-spray compounds for direct application to track surfaces. Because they require no mixing, they save time and there's little to no waste. More importantly, they outperform the competition in delivering optimum traction to drag racers of all types.

LC5™

For use in all temperatures at those tracks that insist on methanol soluble compounds. Outperforms the competition at elevated temperatures. Dilute only with methanol.

NEW! LC6™

VP's newest traction compound offers the best performance yet. In heads up testing during 2003 against VP's LC5 and LC21 and every other competitive product, LC6 won every time! It's harder than any other compound, yet still retains the good adhesive and cohesive properties of LC5 and LC21. Higher viscosity and overall toughness mean track surfaces change very little from hot daytime temperatures to cool nighttime temperatures and it won't be affected by humidity. It effectively covers bald spots, resists creep and will work especially well at local strips with a mix of street tires and slicks. LC6 is recommended for use at virtually any temperature - from 40° to 120°. LC6 can be diluted with methanol and requires use of teflon seals in spray equipment.



LC21™

Historically, the best performer on the market. Provides great sheer adhesion without the extreme tack adhesion that sometimes causes problems in other compounds. Holds up well under wide ambient temperature variances. Requires teflon seals in spray equipment. Dilute only with LC Activator.

LC Activator™ (for use with LC21 only)

LC21 is packaged ready-to-spray, but some equipment or track prep teams prefer to thin LC21 more. Use only LC Activator for this purpose or for cleaning spray equipment. Do not use methanol with LC21.

Tire Conditioner

Bite™ Tire Softener

Restores hard race tires to like-new condition! Makes rubber compounds softer and stickier for optimum traction on any track surface.



VP doesn't make compromises in developing its fuels, and you can be sure we apply the same discipline and high quality standards to each of our accessories.

Fuel Handling



Syphon Pump

Funnels

Drum Wrench

Fuel Testing



Hydrometer Kit

Di-Electric Conductivity Meter



Cyclohexane calibration fluid for calibrating Di-Electric Meter also available.

Utility Jugs

VP jugs are the most durable on the market. All are:

- made with high-density polyethylene
- ergonomically designed for easy handling
- DOT-legal



Round - Available in colors shown



Square - Available in colors shown

Jug Accessories



Jug Cap, Vent Cap and Deluxe Jug Tube



Spill-Proof, CARB-compliant - Available in red

VP Hats



Fitted

Adjustable

VP Tees



MX-Tee

Logo-Tee / Black

Fast Tee

Logo-Tee / White

VP Womens Wear



Womens Baseball Shirt

Womens Tank Top

VP Baby Doll Tees

VP Sweatshirts



Hooded or Crewneck Sweatshirt

VP Team Jackets



Blue / Red Lightweight

Red / Black Heavyweight (front and back)

Black Wool/Black Leather (front and back)

For more apparel: www.vpracingfuels.com



VP Die-Cast Truck
(12" long x 2.625" high)



Drum Bank
(8.75" high x 6.75" in diameter)



Key Chains and Patches

Banners and Pennant Flags



VP Coffee Mug

VP Racing SANCTIONING BODIES

VP is proud to be the Official Fuel and/or Fuel of Choice among champions who compete in these and other organizations:





MAKIN' POWER![™]

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