

PRODUCT GUIDE

Advancing the Science of Motor Sports™

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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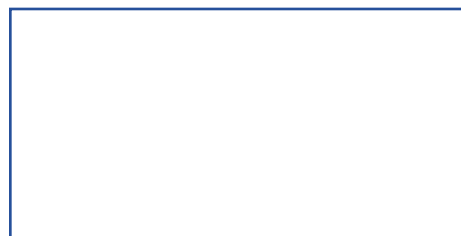
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THE STORY: VP Racing has been making the best fuels for motorsports since 1975. In fact, VP Racing consistently fuels more winners, in race venues not controlled by a fuel rule, than any other American fuel company. We currently produce more than 50 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.

We 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 27 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 pump gas and we 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 leading position in the industry. 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.

While VP Racing owns and operates an analytical laboratory fully equipped with dyno and test engines, we're actively involved in our customers' success, spending 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, additives, traction adhesives and accessories. Each and every one is designed for maximum power and performance. All of this is done to stay ahead of our competition, so you can stay ahead of yours.

Fuel Icon Chart

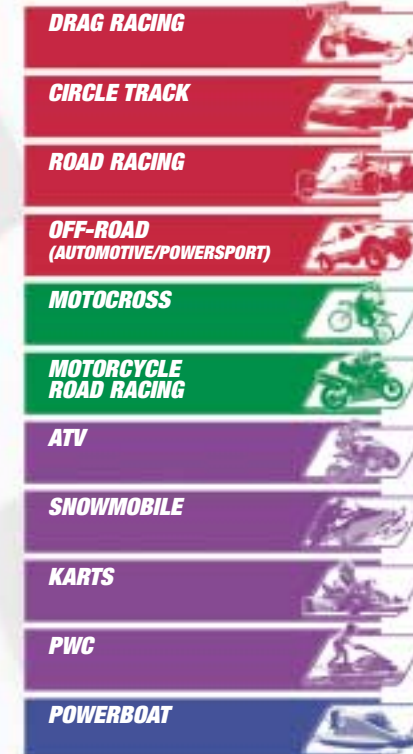


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Which VP racing fuel is right for your engine?

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.



LEADED All Around Performers with Multiple Applications

Performance Leaded™

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 |
| 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 |



Kevin Cywinski -
2003 ASA Champion



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 |
| RON | 113 |
| R+M/2 | 110 |
| SPECIFIC GRAVITY | .730 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!



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

Scott Bloomquist - powers to the 2003 Xtreme Dirtcar Series Championship with VP's Late Model Plus



Late Model™

Recommended for use on dirt and asphalt short tracks in engines smaller than 400 CI with CRs less than 14:1. Works well with small nitrous systems and lower compression drag applications.



| | |
|------------------|--------------|
| COLOR | Aqua |
| MOTOR OCTANE | 108 |
| SPECIFIC GRAVITY | .727 at 60°F |

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™

Recommended for ultimate performance in circle track and drag race applications in conditions with low to moderate ambient air temperatures. Significant HP and torque increases. For CRs up to 10:1.



| | |
|------------------|--------------|
| COLOR | Purple |
| MOTOR OCTANE | 101 |
| SPECIFIC GRAVITY | .705 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.



| | |
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| 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.



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| 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.



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| 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.



| | |
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| COLOR | Blue |
| OXYGENATED | Yes |
| MOTOR OCTANE | 115 |
| SPECIFIC GRAVITY | .746 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.



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| 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.



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

2003 Champion Greg Anderson becomes the 28th 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.



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| COLOR | Blue |
| MOTOR OCTANE | 119 |
| 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.



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| 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.



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| COLOR | Yellow |
| 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. Makes 5% more power than C16 and similar nonoxygenated fuels. Works well under high temperatures due to mechanical heat.



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



MS98™

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



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



VP Marine™

Perfectly suited for high-performance marine engines that require more octane than pump gas. Produces more power and superior throttle response while protecting against preignition and detonation. Spec Fuel for APR Superleague.



| | |
|------------------|--------|
| COLOR | Orange |
| MOTOR OCTANE | 97 |
| RESEARCH OCTANE | 105 |
| R+M/2 | 101 |
| SPECIFIC GRAVITY | .748 |



NEW! Ultimate 2™

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 |

Ultimate 4™

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.



| | |
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| COLOR | Clear |
| OXYGENATED | Yes |
| MOTOR OCTANE | 92 |
| 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.



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| 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.



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|------------------|--------------|
| 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.



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



C10™

The best non-oxygenated unleaded racing gasoline available. It meets ASTM D-439 standard specifications for automotive gasoline and is street-legal in most states. C10 does not contain any metal compounds and will not 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 |

Performance Unleaded™

Performance Unleaded is well suited for high-performance cars and is street-legal in most states. It meets ASTM D-439 standards and does not contain any metal compounds. Will not harm catalytic converters or oxygen sensors. Works well on the latest generation of electronically-controlled turbo engines.



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

Motorsport 103™

The highest octane unleaded street-legal fuel in the U.S.* Designed for maximum power and throttle response, MS 103 provides power and protection equal to some leaded racing fuels. Meets California RFG requirements. Recommended for high-performance street cars and import cars, as well as many powersports applications. Will typically allow turbo engines to raise the boost from the stock 8-10 lbs. to 20-25 lbs. AMA legal for Supercross and Outdoor Nationals. *Contains MTBE which is illegal in some states. An MTBE-free version of MS103 is expected to be available in Q1, 2004.



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

Ricky Carmichael powers to the 2003 Supercross and 250cc Outdoor National Championships with VP's MRX01





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.

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| COLOR | Clear |
| MOTOR OCTANE | 101 |
| R+M/2 | 105 |
| RESEARCH OCTANE | 109 |
| OXYGENATED | Yes |
| SPECIFIC GRAVITY | .722 at 60° F |



CSP™

CSP is one of the highest octane, oxygenated unleaded fuels available. Spec Fuel for high compression, fuel-injected Toyota-Atlantic North America Series. Street legal in most states.



2003 GNC Pro-Production Champion Doug Gust



| | |
|------------------|---------------|
| COLOR | Yellow |
| OXYGENATED | Yes |
| MOTOR OCTANE | 97 |
| RESEARCH OCTANE | 108 |
| R+M/2 | 102 |
| SPECIFIC GRAVITY | .778 at 60° F |

NEW! 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 |

NEW! 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 |

SR1™

Designed for CRs lower than 10:1 and for series that require an unleaded fuel with no oxygenates. Produces more power than any other fuel that has to meet these rules. Very popular in SCCA.



| | |
|------------------|---------------|
| COLOR | Light Yellow |
| MOTOR OCTANE | 91 |
| SPECIFIC GRAVITY | .720 at 60° F |



MS93™

Designed for lower compression engines in racing series that require a cost-effective controlled fuel. Spec Fuel for ASA, Pro Truck and Rmax Challenge.



| | |
|------------------|---------------|
| COLOR | Blue |
| MOTOR OCTANE | 90 |
| R+M/2 | 95 |
| SPECIFIC GRAVITY | .760 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 |



2003 AMA Supersport Champion Jamie Hacking wins with VP's MR9

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 |



OTHER SPECIALTY FUELS

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 Nitrofuel 90®

VP Racing Fuels is the exclusive North American distributor for Angus Nitrofuel. With the highest purity and greatest consistency, Nitrofuel is used by top teams in drag racing around the world. Mixes with methanol for drag, oval track and hobby applications. Nitrofuel 90 satisfies NHRA and IHRA 90% specification for Top Fuel and Funny Car.

Available in: 1 gallon / 4 gallon case / 5 gallon pail / 30 gallon and 500 pound (about 53 gallons) drums

2003 NHRA Top Fuel Champion Larry Dixon



CUSTOM BLENDING

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.



SYNTHETIC OILS - RS Racing Synthetics™

With RS Racing Synthetics, VP Racing has developed a new generation of synthetic oils. Every molecule of every component was 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 ever made. Big claims, but we're prepared to back them up!

VP achieved its enviable fuel record by working together with racing teams to create superior products, not through sponsorship deals or being the only fuel available. VP's RS Racing Synthetics are a product of the same discipline and commitment.

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.

NEW! 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" Series Engine Oils

RS10-3RT™

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

RS21-6RT™

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

RS55-9RT™

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

RS77-13RT™

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

2003 Star Mazda Champion Luis Schiavo



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.



"R" Series Oils – VP's Newest Racing Synthetics

VP's "R" series oils are still in development. Although you may have heard of them due to our excellent test results in 2003, the "R" oils for engines are not quite ready for prime time. While we expect to introduce them in early 2004, you can find some of our "R" technology now in our new transmission and rear end oils, as described on the following pages.

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



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!

NEW! RSGL30-6R™

Developed with VP's newest "R" technology for low horsepower applications. Used very successfully in 2003 Busch and NASCAR Cup qualifying with restrictor plate engines.

2003 Barber Dodge
Pro Series Champion
Leonardo Maia



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.

NEW! 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

G2™

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!

NEW! 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.

VP Octane Booster with C5™

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/ Strawberry 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 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. Fling, 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 requires dilution with methanol and 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. A Di-Electric Conductivity Meter unit is also available.

Jug Accessories



Jug Cap, Vent Cap and Deluxe Jug Tube

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

CARB-compliant – Available in red



VP Tees



MX-Tee Logo-Tee / Black Fast Tee Logo-Tee / White

VP Womens Wear



Womens Baseball Shirt Womens Tank Top

VP Sweatshirts



Hooded Sweatshirt
(Crewneck also available)

VP Team Jackets



Black Wool and Black Leather Blue/Red Lightweight Red/Black Heavyweight (front and back)

VP Hats



Fitted Adjustable

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)



VP Coffee Mug



Pennant Flags



Key Chains and Patches

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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