



“VP Official SCTA-BNI @ SpeedWeek”

These are the only “Event Gasolines” approved for gas record attempts at SpeedWeek. You must use one of the Gasolines listed below for Gas Records.

VP C10

We design VP C10 as the best non-oxygenated unleaded racing fuel on the market. To begin with, it does not contain any metal compounds and will not harm catalytic converters or oxygen sensors.

VP C12

The best all-around racing fuel ever made. Recommended for compression ratios up to 15:1, satisfying the needs of 75% of today’s automotive race engines. One of the winningest fuels in racing history, C12 has been the preferred fuel for drag, circle track, and road racers in North America and around the world. C12 is also the best all-around two stroke fuel. Works great in vintage air cooled two strokes as well as new engines.

VP C14

Recommended for high RPM engines with ultra-high compression ratios over 14:1. Spec fuel for NMRA and NMCA and dominant fuel in NHRA Championship racing for decades.

VP C16

Established a performance standard that still exists today for use in turbocharged engines, supercharged engines, and nitrous applications with CRs up to 17:1. C16 is one of VP’s most popular blends.

VP C25

Recommended for normally aspirated engines up to 17:1 and Pro Mod EFI nitrous engines. VPC25 has a historic track record in NHRA Pro Stock Car, Bike, Comp Eliminator, and Pro Mod classes.

VP 110

Reflecting the consistent quality racers rely on from VP products, there is nothing standard about these 110 blends. Formulated for use in naturally aspirated engines with compression ratios up to 12:1.

VP MS100

Professional grade 100 octane unleaded blend for all forms of motorsports. Spec fuel for IMSA sports car racing in North America.

X14

Is a non-oxygenated, leaded fuel, which exhibits less heat sensitivity than most fuels. Used in Big Bracket racing and NHRA Super Comp and Super Gas..

VP MR12

We designed MR12 to make maximum power in four stroke dirt or street bikes with stock or mild modifications. In fact, this is VP’s best fuel yet for 4-stroke applications that can tolerate lower octane values.