“Sunoco 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.

260 GT
With a 100-octane rating, Sunoco 260 GT will allow increased boost levels in supercharged or turbocharged applications compared to lower octane “pump” gas. It will not harm catalytic converters or oxygen sensors.

260 GTX
It is an unleaded racing fuel that contains no oxygenates and no metallic additives. 260GTX is a good gas for many applications that need more detonation protection than typical street gas provides yet cannot use a leaded fuel. It has been shown to produce repeatable power levels in small block V* engines to 12:1 compression ratio.

DXP
It was developed to exceed the needs of engines that push bore size, high compression ratios and extreme rpm levels. Delivers extra protection against detonation during the best atmospheric conditions for improved performance within a demanding feature race or endurance events.

HCR +
It is a high-performance leaded racing gas designed for racing engines with very high compression ratios. It’s recommended for engines with compression ratios exceeding 14:1.

Maximal
It is a 116-octane extreme performance leaded racing gas designed for high revving racing engines with high compression ratios. Fast burn rate makes it particularly beneficial in large bore, large displacement naturally aspirated drag racing applications

MaxNOS
Is the gas of choice or extreme performance applications where “power adders” such as nitrous, superchargers and turbochargers are utilized. Sunoco engineers added components to this gas to be able to withstand ultra-high pressure / high temperature combustion chamber conditions.

SR18
It is our ultimate high octane, fast burning race gas. If you have a high compression, high RPM race engine, 118-octaneis your gas of choice. It’s an excellent choice for drag racing and truck pulling, especially large displacement applications. Will tolerate the high cylinder pressures in racing classes where there are no compression ratio limitations.

Supreme
It is a 112-octane leaded race fuel designed for competition engines routinely operating over 7000 rpm. Supreme has a high motor octane number and a fast burn speed to ensure engine protection lap after lap and pass after pass. It is designed for compression ratios up to about 15:1 in small block V8 race engines and can withstand higher compression ratios in smaller or more efficient combustion chambers. Supreme’s fast burn speed also makes it a popular choice for 2-stroke race engines.

Standard
Is a 110-octane leaded race gas that is used in many forms of motorsports. Sunoco Standard is designed for compression ratios up to about 13:1 in conventional V8 engines with iron cylinder heads.

Sunoco Race Fuels - VP Fuels Cross Reference Chart

VP Fuels								Sunoco Race Fuels 800-RACE-GAS (800-722-3427) Sunocoracefuels.com						
VP Fuel	Claimed MON	Claimed RON	Claimed R+M/2	Specific Gravity	Leaded or Unleaded	Oxygen wt%	Oxygenate	Sunoco Fuel	MON	RON	R+M/2	Specific Gravity	Leaded or Unleaded	Oxygen wt%
C9	95	99	97	0.722	Unleaded	No	-	Optima	92	98	95	0.720	Unleaded	-
C10	96	104	100	0.765	Unleaded	No	-	260 GTX	93	103	98	0.762	Unleaded	-
C11	105	114	110	0.706	Leaded	No	-	Surge	101	109	105	0.714	Leaded	-
C12	108	116	112	0.717	Leaded	No	-	Supreme	109	115	112	0.715	Leaded	-
C14	114	118	116	0.693	Leaded	No	-	Maximal	114	118	116	0.713	Leaded	-
C14 PLUS	115	119	117	0.695	Leaded	No	-	Cyclone 17	114	120	117	0.710	Leaded	-
C15	115	119	117	0.713	Leaded	No	-	SR18	116	120	118	0.704	Leaded	-
C16	116	120	118	0.735	Leaded	No	-	MaxNOS	113	119	116	0.734	Leaded	-
C20	90	105	98	0.818	Unleaded	No	-	260 GTX	93	103	98	0.762	Unleaded	-
C23	117	120	119	0.712	Leaded	No	-	SR18	116	120	118	0.704	Leaded	-
C25	114	120	117	0.698	Leaded	No	-	Cyclone 17	114	120	117	0.710	Leaded	-
C45	100	106	103	0.739	Leaded	13.6	Dimethoxymethane, MTBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
C50 REG (Premix)	88	102	95	0.712	Unleaded	6.7	ETBE, MeOH, IPA							
C85	87	106	96	0.794	Unleaded	32.0	Ethanol, MTBE, NM	E85-R	94 est.	104 est.	99 est.	0.790	Unleaded	30.0
CHP	101	116	109	0.726	Leaded	10	ETBE, NM	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
CHP Plus	99	115	107	0.742	Leaded	18.34	ETBE, MeOH, NM							
D12	107	114	111	0.718	Leaded	No	-	Standard	106	114	110	0.729	Leaded	-
HP100, HP101	97	106	101	0.717	Unleaded	3.8	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
Late Model Plus	113	120	117	0.724	Leaded	No	-	HCR Plus	110	118	114	0.736	Leaded	-
Motorsport 100	95	106	100	0.765	Unleaded	3.6	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
Motorsport 103	99	108	103	0.742	Unleaded	2.6	ETBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
Motorsport 105L	101	108	105	0.749	Leaded	No	-	Surge	101	109	105	0.714	Leaded	-
Motorsport 109	99	109	104	0.725	Unleaded	9.3	ETBE	Evo 10	100	110	105	0.765	Unleaded	10.0
Motorsport 109 REG	100	111	106	0.720	Unleaded	9.3	MTBE	Evo 10	100	110	105	0.765	Unleaded	10.0
Motorsport 109E	99	108	104	0.805	Unleaded	12.6	Ethanol, MeOH	Evo 10	100	110	105	0.765	Unleaded	10.0
Motorsport 93	94	102	98	0.766	Unleaded	No	-	Optima	92	98	95	0.720	Unleaded	-
Motorsport 98L	96	100	98	0.713	Leaded	No	-	Surge	101	109	105	0.714	Leaded	-
MR PRO6	104	104	104	0.725	Unleaded	3.9	ETBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
MR PRO6 HT REG	86	105	95	0.725	Unleaded	3.9	MTBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
MR PRO6 REG	86	104	95	0.725	Unleaded	3.9	MTBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
MR12	85	101	93	0.734	Leaded	8.7	Dimethoxymethane, ETBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
MRXO2 REG	95	108	102	0.735	Leaded	7	MTBE, Methoxyethanol	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
NO2	117	119	118	0.702	Leaded	No	-	SR18	116	120	118	0.704	Leaded	-
Perf. Unleaded REG	93	107	100	0.787	Unleaded	2.6	MTBE	260 GT	95	105	100	0.734	Unleaded	3.7
Q15	112	120	116	0.714	Leaded	4.8	ETBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
Q16	116	120	118	0.720	Leaded	9.4	ETBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
Q16 REG	116	120	118	0.716	Leaded	9.4	MTBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0

Rallymax	90	105	97	0.772	Unleaded	3.6	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
Roo-99 REG	93	100	96	0.712	Unleaded	3.8	MTBE	260 GT	95	105	100	0.734	Unleaded	3.7
RX102	89	102	96	0.756	Unleaded	3.5	?	260 GT	95	105	100	0.734	Unleaded	3.7
RX96	95	102	99	0.715	Unleaded	3.8	ETBE	260 GT	95	105	100	0.734	Unleaded	3.7
SEF			94		Unleaded	No	-	Optima	92	98	95	0.720	Unleaded	-
SV05 REG	99	111	105	0.743	Unleaded	4.7	MTBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
T2 (Premix)	99	112	106	0.751	Leaded	5.9	ETBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
T4	91	104	97	0.750	Unleaded	5.9	ETBE	260 GT Plus	98	110	104	0.761	Unleaded	4.7
U4.4 REG	98	114	106	0.763	Leaded	7.5	MTBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
U4e	93	100	97	0.718	Leaded	7.5	Dimethoxymethane, Ethanol	Green E15	93	104	98	0.745	Unleaded	5.6
UK-1	88	100	94	0.734	Unleaded	2.6	MTBE, Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
UTV96, VP Eco 96	95	102	99	0.715	Unleaded	3.8	MTBE	260 GT	95	105	100	0.734	Unleaded	3.7
VP Crate	109	118	113	0.721	Leaded	10.12	?	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
VP Crate REG	110	119	115	0.721	Leaded	4.66	MTBE, NM	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
VP EXPORT	86	102	94	0.781	Unleaded	3.65	Methoxyethanol, ETBE	260 GT	95	105	100	0.734	Unleaded	3.7
VP IMPORT REG	118	120	119	0.744	Leaded	3.62	MTBE							
VP MGP	87	101	94	0.753	Unleaded	2.56	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
VP Moto (FIM)	87	99	93	0.755	Unleaded	3.65	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
VP R5	88	102	95	0.764	Unleaded	3.5	MeOH, IPA	260 GT	95	105	100	0.734	Unleaded	3.7
VP R5.1	86	102	94	0.782	Unleaded	3.68	Meoh, ETBE	260 GT	95	105	100	0.734	Unleaded	3.7
VP Vintage Leaded	101	105	103	0.713	Leaded	No	-	Surge	101	109	105	0.714	Leaded	-
VP Vintage Unleaded	92	100	96	0.718	Unleaded	No	-	Optima	92	98	95	0.720	Unleaded	-
VP100 StreetBlaze 100	96	104	100	0.712	Unleaded	3.60	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
VP101 Street Legal	97	105	101	0.713	Unleaded	3.60	Ethanol	260 GT	95	105	100	0.734	Unleaded	3.7
VP 110	109	110	110	0.705	Leaded	No	-	Standard	106	114	110	0.729	Leaded	-
VP 113	109	118	113	0.719	Leaded	4.7	ETBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
VP 113 REG	109	117	113	0.721	Leaded	4.7	MTBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
VP 113E	109	118	113	0.744	Leaded	6.3	Ethanol	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
VPR	99	114	107	0.746	Leaded	5.95	ETBE	EXO2	105 est.	115 est.	110 est.	0.750	Leaded	10.0
X14	112	120	116	0.724	Leaded	No	-	HCR Plus	110	118	114	0.736	Leaded	-
X16	114	118	116	0.714	Leaded	No	-	Maximal	114	118	116	0.713	Leaded	-
X85	95	108	102	0.780	Unleaded	30.0	Ethanol	E85-R	94 est.	104 est.	99 est.	0.790	Unleaded	30.0
X85L	120	120	120	0.785	Leaded	30.0	Ethanol	E85-R	94 est.	104 est.	99 est.	0.790	Unleaded	30.0
X98	120	103	112	0.794	Unleaded	34.7	Ethanol	Denatured Ethanol, E98						

Notes:

rev. 12/03/2020

This chart provides suggested cross references only. If you are not sure about the best fuel for a given application, contact Sunoco.

Never switch fuels, even if within the same brand, without considering possible fuel and ignition system re-tuning needs.

If you don't see a VP fuel listed on this page, it may be because (1) they no longer offer it, (2) we've never received an inquiry about a cross reference, or (3) there is insufficient information to adequately determine a good cross reference. Consult with Sunoco for specific applications.

Use SS 100 for 100 octane street legal in California.

Some VP fuels are premixed with 2 cycle oil. No Sunoco fuel have 2 cycle oil mixed in, users will need to add oil to make a premix cross reference work.