

*Advancing the Science
of Motorsports™*

2002 PRODUCT GUIDE



VP RACING FUELS, INC.
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www.vpracingfuels.com

THE VP STORY

At VP, we've been making the best fuels for motorsports since 1975. We've been fueling NHRA Pro Stock Champs for 26 years now. However, our track record isn't limited to the drag strip. We've fueled champions in off-road, off-shore, circle track, road race and airplane as well.

Total control over our products is just one of the reasons VP has achieved such consistent success. We blend all of our own fuels. We lead them. We dye them. We drum them, test and store them.

Our chemists and engineers have an in-house dyno and several test engines. But we don't spend all our time in-house. You'll find us working with racers on their dyno and at the races working with their vehicles. We do all of this to stay ahead of our competition so that you can stay ahead of yours.

VP Racing Fuels products are conveniently distributed through warehouses across the United States, Canada, Australia, Mexico and Europe. Every gallon of VP fuel is still blended and tested at our San Antonio, Texas facility before being shipped to assure the same high-quality is available from all of our locations.

VP also carries a complete line of racing synthetic oils, two-cycle lubricants, additives, traction adhesives and related products. VP products are available for export worldwide. Distributor inquiries invited.

FOUR FUEL PROPERTIES

Listed below are the four basic qualities of fuels. As in everything, there are trade-offs. You can't make a racing fuel that has the best of everything, but you can produce one that will give your engine the most power. This is why we produce different fuels for different applications. The key to getting the best racing gasoline is not necessarily buying the fuel with the highest octane, but getting one that is best suited for your engine.

1. OCTANE: *The rating of fuels 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). Pump Octane Numbers are what you see on the yellow decal at the gas stations and represents an average of the two. VP uses MON because this test method is more prevalent in racing. Most other companies use RON because it is higher and easier to come by. Don't be fooled by high RON numbers or an average. MON's are most important for a racing application, however, the ability of the fuel to resist preignition is more than just a function of octane.*

2. BURNING SPEED: *The speed at which fuel releases its energy. In a high-speed internal combustion engine, 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 is not contributing to peak cylinder pressure, which is what the rear wheels see.*

3. ENERGY VALUE: *An expression of the potential in the fuel. The energy value is measured in BTU's per pound, not per gallon. The difference is important. The air fuel ratio is in weight, not volume. Remember, this is the potential energy value of the fuel. This difference will show up any compression ratio or engine speed.*

4. COOLING EFFECT: *The cooling effect on fuel is related to the heat of vaporization. The higher the heat of vaporization, the better its effect on cooling the intake mixture. This is of some benefit in a four stroke engine, but can be a big gain in 2 stroke engines.*

PERFORMANCE LEADED

Formulated as a good all-around performer for stock, lower compression ratio applications such as Stock Eliminator Type Racing engines that like the benefits and octane of a leaded fuel without the cost of more exotic race fuels. Good for compression ratios up to 11.0 to 1.

- **Color:** Orange
- **Lead:** 2.5 grams/gallon
- **Motor Octane:** 97
- **Specific Gravity:** .730-.745 at 60° F

VP MARINE

Produces more power and superior throttle response. Protects against preignition and detonation. VP Marine is perfectly suited for your high performance marine engine.

- **Color:** Orange
- **Lead:** 2.5 Grams per gallon
- **Motor Octane:** 97
- **Research Octane:** 105
- **R+M/2:** 101

VP RED

A great standard grade of racing fuel. Used in any high compression race engine up to 13:1, off-road racing, marine engines, motocross, karts and personal watercraft.

- **Color:** Red
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 105
- **Specific Gravity:** .730 - .745 at 60° F

VP-110

Formulated for use in drag race, oval track, road race and off road competition in normally aspirated engines with compression ratios up to 14:1. Good lower cost alternative to the other guys stuff.

- **Color:** Purple
- **Lead:** 4.23
- **MON:** 107, RON 113, R+M/2 = 110
- **Specific Gravity:** .73 at 60° F

C11

Recommended for 12:1 CR and under 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: Circle track racing, NHRA Stock and Super Stock, SCCA, karting, snow-mobiles and motorcycles.

- **Color:** Orange
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 104
- **Specific Gravity:** .710 at 60° F

C12

Recommended for compression ratios up to: 15:1 will satisfy the needs of 75% of today's race engines. Used in: Oval track, drag race, MX and endurance competition. Race cars, race boats, motorcycles, Personal WaterCraft and karts. Has won Modified Tour, GNN, D.I.R.T., Indy Lights, NHRA, AMA, and other local and national championships from coast to coast and around the world.

- **Color:** Green
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 108
- **Specific gravity:** .717 at 60° F

LATE MODEL

Recommended for use on dirt and asphalt circle tracks with long straights, using steel heads with less than 55 cc combustion chambers, 358 CI and above high compression engines. Chevy Vortech heads. Low compression with nitrous oxide.

- **Color:** Aqua
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 110
- **Specific Gravity:** .720 at 60° F

LATE MODEL PLUS

Recommended for: +15:1, 430 CI dirt and asphalt circle tracks with long straights. Use for low compression with 2 stage nitrous oxide.

- **Color:** Aqua
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 113
- **Specific Gravity:** .720 at 60° F

C 921

Recommended for ultimate performance in low compression applications in drag race, oval track and road race engines. Significant hp and torque increases.

- **Color:** Purple
- **Lead:** 4.23 grams/gallon
- **Motor Octane:** 101
- **Specific Gravity:** .704 at 60° F

C921 RT

Recommended for the ultimate performance with increased anti-detonation, anti-vapor lock protection over C-921 in drag race, oval track and road race engines operated in high ambient temperatures.

- **Color:** Purple
- **Lead:** 4.23 grams/gallon
- **Motor Octane:** 103
- **Specific Gravity:** .705

C14

Recommended for normally aspirated high compression, high rpm drag race applications, high compression PWC (230psi or higher), 4 stroke motorcycle racing and other normally aspirated engines operating 8500 RPM's or with compression ratios of 14:1 and over. NHRA Comp Eliminator Spec Fuel.

- **Color:** Yellow
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 114
- **Specific gravity:** .690 at 60° F

C14 PLUS

Recommended for high rpm, ultra high compression engines over 14:1 when additional octane is required while maintaining the same burn rate and specific gravity of C14.

- **Color:** Clear
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 115
- **Specific gravity:** .690 at 60° F

C15

Used in normally aspirated ultra high compression drag race, circle track, and road race applications over 14:1 compression ratios.

- **Color:** Green
- **Lead:** 4.23 Grams per gallon
- **Motor Octane:** 115
- **Specific Gravity:** 710 at 60° F

C16

Used in: Turbocharged engines, blown engines and nitrous applications. NHRA Comp Eliminator spec fuel. Recommended by the top nitrous oxide companies.

- **Color:** Blue
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 117
- **Specific gravity:** .730 at 60° F

NOS

Recommended for three stage nitrous oxide applications. Higher octane with lower specific gravity than most nitrous fuels. May require fuel enrichment in all fuel circuits over C16.

- **Color:** Clear
- **Leaded:** 6 grams/gallon
- **Motor Octane:** 120.3
- **Specific Gravity:** .699 at 60° F

C19

Used in: High rpm, normally aspirated, high compression drag race applications. Spec fuel for NHRA Comp Eliminator classes.

- **Color:** Yellow
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 116
- **Specific Gravity:** .6952 at 60° F

C21

Used in: Large displacement, high compression, normally aspirated engines operating over a wide range of RPM's.

- **Color:** Yellow
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 118
- **Specific Gravity:** .7096 at 60° F

C23

Recommended for Ultimate Performance in Nitrous Oxide Applications. Used in 800cid IHRA-style drag race engines.

- **Color:** Blue
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 119
- **Specific Gravity:** .7096 at 60° F

C25

Spec Fuel for NHRA Pro Stock and Pro Stock Bike, Competition Eliminator. Also performs well in NHRA Stock and Super Stock applications.

- **Color:** Yellow
- **Lead:** 6 Grams per gallon
- **Motor Octane:** 113
- **Specific Gravity:** .6947 at 60° F

VP AIR RACE

Exclusive fuel for Reno Unlimited Air Racers. Also used in high-boost turbocharged applications. Highest octane fuel VP produces.

- **Color:** Blue
- **Leaded**
- **Aromatic Hydrocarbon Content:**
5% Manganese: .2 grams /gallon (2/10ths)
- **Lean Knock F-3** (Method: 120.3)
- **Rich Knock F-4** (Method: 157.2)
- **Specific Gravity:** .710 at 60° F

C46

Produces very significant horsepower and torque over all other fuels. Impressive results in normally aspirated compression ratios, from 9:1 to 17:1, drag race or oval track qualifying applications.

- **Color:** Purple
- **Lead:** 6.5 grams per gallon
- **Motor Octane:** 98.6
- **Specific Gravity:** .676 at 60° F

CMP

Special formula for high performance "run what ya brung" racing. Works great in cars, boats and bikes in all forms of unrestricted competition. High level of oxygenates may require richening the tuning. Performs well in race engines up to 13:1. For higher compression applications request information on VP's DRT Formula.

- **Color:** Green
- **Leaded & Oxygenated:** 4.51% m/m
- **Motor Octane:** 104.5
- **Specific Gravity:** .725 at 60° F

MR1

Used as MX/Quad/Road Race fuel. AMA Legal. Low Octane yet the most HP potential of any of our MR fuels. Recommended for Use in applications that can use pump premiums. Clean burning, leaves intake and exhaust valves free of deposits for maximum air flow and performance from start to finish. Can be mixed with MR2 or MR8 to raise octane level to specific applications.

- **Color:** Orange
- **Leaded and Oxygenated:** 2.55% m/m
- **Motor Octane:** 90
- **Specific Gravity:** .740 at 60° F

MRX01

Newest arrival on the MX, Quad and Road Racing Scene. AMA Legal. Better octane numbers than MR1 but with the same high performance and clean running. Can be mixed with MR2 or MR8 to raise octane level to specific applications.

- **Color:** Pink
- **Leaded and Oxygenated:** 2.55% m/m
- **Motor Octane:** 98
- **Specific Gravity:** .717 at 60° F

MR2

For use in two stroke motocross and supercross applications. Winner of many AMA 125 Supercross and Outdoor Nationals as well as 250 Supercross Championships. AMA Legal

- **Color:** Green
- **Leaded and Oxygenated:** 2.55% m/m
- **Motor Octane:** 102
- **Specific Gravity:** .727 at 60° F

MR8

For use in 125 and 250 GP bikes. AMA Legal.

- **Color:** Yellow
- **Leaded and Oxygenated:** 2.55% m/m
- **Motor Octane:** 112
- **Specific Gravity:** .730 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.

- **Color:** Yellow
- **Unleaded**
- **Motor Octane:** 96.6
- **Research Octane:** 107.9
- **R+M/2:** 102.3
- **Specific gravity:** .7865 at 60° F

C10

C10 is the best non-oxygenated unleaded racing gasoline available. It meets ASTM D-439 standard specifications for automotive gasoline and is legal for use on the streets. C10 is not oxygenated, does not contain any metal compounds and will not harm catalytic converters or oxygen sensors. C10 Race Fuel has been used by national champions in SCCA and IMSA stock classes.

- **Color:** Clear
- **Unleaded**
- **Motor Octane:** 96
- **Research Octane:** 104 / R+M/2: 100.

PERFORMANCE UNLEADED

Performance unleaded is well suited for high performance, street legal cars. It meets ASTM D-439 standards and does not contain any metal compounds. Performance unleaded will not harm catalytic converters or oxygen sensors. Performance Unleaded will typically allow turbo engines to raise the boost from the stock 8-10 lbs. to 20-25 lbs. Works well on the latest generation of electronically controlled turbo engines.

- **Color:** Light Yellow
- **Unleaded**
- **Octane:** R+M/2 = 100
- **Oxygenated**
- **Specific Gravity:** .795 at 60° F

M8

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

- **Color:** Yellow
- **Unleaded**
- **Motor Octane:** 89.3
- **Research Octane:** 101
- **Specific Gravity:** .761 at 60° F

MOTORSPORT 103

Motorsport 103 is VP's name for its street legal gasoline, designed for maximum power and throttle response. Motorsport 103 is an unleaded fuel of high octane that provides the power and protection equal to some leaded racing fuels. Meets California RFG Requirements. Recommended for: High performance street cars, boats, snowmobiles, personal water craft, motorcycles and high performance import cars. Spec fuel for Professional SportsCar in 1999.

- **Color:** Clear
- **Unleaded**
- **R+M/2:** 103
- **Motor Octane:** 99
- **Specific Gravity:** .743 at 60° F

A5

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

- **Color:** Red
- **Unleaded**
- **Motor Octane:** 89.3
- **Research Octane:** 101
- **Specific Gravity:** .761 at 60° F

HTG

Specially formulated for IJSBA Jet Ski Racing, this high octane, 3.6% oxygenated unleaded race fuel produces the ultimate power in world class jet ski championship competition. Will perform well in other forms of unleaded motorsports. Won all but 1 class at IJSBA 2001 Jet Ski World Championships.

- **Color:** Blue
- **Unleaded**
- **Motor Octane:** 106
- **Specific Gravity:** .726 at 60° F

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.

- **Color:** Clear
- **Unleaded**
- **Motor Octane:** 98
- **Specific Gravity:** .745 @ at 60° F



SPECIALTY FUELS AND CUSTOM BLENDING

VP Racing Fuels has been contracted to design, produce and dispense high quality leaded and unleaded "spec" race fuels for sanctioning organizations like the ASA, SKUSA, Props Formula 1 and Star Mazda. VP has also assisted sanctioning bodies with fuel testing requirements. In addition, VP has the ability to customize many of our fuel products to adjust lead level, oxygen content, color and other qualities for custom applications.

METHANOL

M-1 Racing Methanol has a 99.95% minimum purity. M-1 supersedes all ASTM specifications for pharmaceutical use. Due to extremely high purity, engines run cooler, and M-1 is less corrosive. We use only lined drums which prohibit rust, corrosion and metal deposits that can contaminate fuel delivery systems. Recommended for all methanol legal racing applications.

ANGUS NITROFUEL AND NITROFUEL 90

RACING NITROMETHANE

VP Racing Fuels is the North American Distributor for Angus Nitrofuel. Highest Purity and consistency. 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 drums.



■ Visit our website for more info: www.vpracingfuels.com

UTILITY JUGS



JUG ACCESSORIES



Jug Cap, Vent Cap and Deluxe Jug Tube

SYPHON PUMP



FUNNELS



DRUM WRENCH



VP DIE-CAST TRUCK



DRUM BANK



PENNANT FLAGS, KEY CHAINS & PATCHES

RS RACING SYNTHETICS

VP Racing has developed RS Racing Synthetics, a truly new generation of synthetic oils. This series of oils was designed to produce the most power and lowest wear of any racing oil ever made.

The molecules contained in these revolutionary new oils were designed by VP Racing without regard for cost. We know we're making some big claims for these oils but, we also know we can back them up!

VP achieved its enviable fuel record by working together with the racing teams to create superior products, not through sponsorship deals or being the only fuel available. VP will achieve success with RS Racing Synthetics in the same way - through hard work and dedication.

SYNTHETIC MOTOR OILS**BI-20 Synthetic Dyno/Break-In Oil:**

Protects your investment in the first critical minutes and helps it make more power! Specifically blended to protect expensive engine components against wear while promoting a more effective ring seal. Excellent EP characteristics to protect pushrod cups and wrist pins. Why break in an expensive motor with an oil that is not designed for break-in?

RS10-3RT Drag Race/Circle Track Qualifying

Synthetic Racing Oil: Used in NHRA Pro Stock Racing and NASCAR qualifying. For operating temps up to 170° F. Although this oil will protect to 250° F, its low viscosity gives excess oil flow at temps above 180°. Color: Yellow

RS21-6RT Circle Track, Road Race, Endurance

Racing Synthetic Racing Oil: For operating temps of 140-270° F. Some drag race cars with looser clearances will use this oil. It has been proven in Daytona testing at 600 miles and is also used in IHRA Pro Stock Drag Racing. Color: Yellow

RS55-9RT: Comparable to 20w. Used in Circle Track, Road Racing and Endurance Racing.

RS77-13RT: Comparable to 30w. For those racers who want the power of synthetics but want a heavier viscosity oil.

RS530-5w30 Synthetic Racing Oil, RS1040-10w40 Synthetic Racing Oil, RS1550-15w50 Synthetic Racing Oil: Synthetic Racing Oil. 100% Ester Synthetic for maximum horsepower and protection. Exceeds petroleum oils for film strength. Excellent street oils-increased fuel economy in addition to maximum horsepower and added durability.

SYNTHETIC REAR END OILS

RSGL 30-6 Circle Track Qualifying Rear End Oil: Toughest extreme pressure protection, slickest on the market, a proven winner, and the most power releasing rear end oil for these applications! Proven in Daytona qualifying.

RSGL 177-22 Drag, Road Race and Circle Track Racing

Rear End Oil: For use in applications of 1,500hp or less. Proven in Daytona testing at 600 miles. Toughest extreme pressure protection, slickest on the market, and the most power releasing rear end oil for these applications!

SYNTHETIC MANUAL TRANS OIL

RSTL 21-5 Circle Track Qualifying Manual Transmission Oil: Proven in Daytona qualifying and NHRA Pro Stock. Tough, yet low drag.

RSTL 44-8 Drag and Circle Track Manual Transmission Oil:

Proven in drag racing, road racing, and circle track. Toughest extreme pressure protection with less parasitic drag of any manual transmission racing oil.



SEMI-SYNTHETIC REAR END OILS

GL 100 Gear Lube: Semi-synthetic gear lubricant for improved efficiency and fuel economy, less wear and cooler operating temperatures in limited slip and conventional differentials, manual transmissions, or manual transaxles. Viscosity: 75w90. Color: Yellow.

GL 150 Gear Lube: Semi-synthetic gear lubricant for improved efficiency and fuel economy, less wear and cooler operating temperatures in limited slip or conventional differentials, manual transmissions or manual transaxles. Viscosity: 80w140. Color: Red.

TWO-CYCLE RACING LUBRICANTS

C2-2 Cycle Oil: Synthetic petroleum blend for all 2 cycle engines. Down stream additive package keeps power valves cleaner, longer. Clean burning and great protection! Excellent for racing!

RC 3 Racing Castor: For those enthusiasts that 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 1-2 Cycle Transmission Oil: Reduces fluid drag, improves power, extends gear life, protects bearings and shift mechanisms while reducing clutch wear and slippage. Performs better than motor or gear oils in transmission-wet clutch units. Exceeds all 2 cycle engine manufacturers transmission lubricant requirements.

ENGINE ASSEMBLY

Engine Assembly Lube: Excellent protection for all internal parts during assembly and initial starting procedures. Lubricant that reduces wear, reduces friction, and fortified with polymers that increase adhesive power! Use to pre-lube bearings, cams, lifters, etc.



CHEMICALS

Cool Down: Reduces cooling system operating temperatures by 20-50 degrees. Works great in race cars, their towing vehicles, and long idling applications. 1 bottle per 2.5 gallons / 2 ounces per quart for motorcycles. Reduces coolant surface tension, allows better laminar coolant flow for better heat transfer. Lubricates without the crystallization of other coolant additives.

M2 Upper Lube: Leaves a thin film of lubrication to protect against corrosion between races. Protects valves, guides, cylinder walls, fuel pumps, and aluminum fuel systems for methanol powered engines. Extends pump life.

Chain Glide: Paraffin waxed based chain lubricant. Fling, water, and rust resistant. O-ring chain safe.

C5 Octane Booster: Raises octane up to 8 numbers for increased performance while providing lead lubrication. Contains MMT, the only effective octane booster other than TEL. Do not use with catalytic converters.

Propylene Oxide: Power additive for gasoline, methanol, or nitromethane. Oxygen rich and easily vaporized. Not legal in most sanctioned racing.

Carb Cleaner: Sprays mist or stream, even upside down. Doesn't leave filmy residue. Works like the good old days.

TRACTION COMPOUNDS

LC5 Track Adhesive: Direct track surface application for use in all temperatures. For those tracks that insist on methanol soluble compounds. Out performs the competition at elevated temperatures. Dilute only with methanol.

LC21 Track Adhesive: For spray application to track surface. Used exclusively by the NHRA in record breaking 2001 season. Best performing traction compound on the market. Great shear adhesion performance without extreme problem causing tack adhesion. Holds up 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. Some equipment or track prep teams prefer to thin LC21 more. Only use LC Activator for this purpose. Also for cleaning spray equipment. Do not use methanol with LC21.

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 TEES

MX-Tee

Logo-Tee / Black



Fast-Lady Tee

Logo-Tee / White

VP WOMENS WEAR

Womens Baseball Shirt



Womens Tank Top

VP TEAM JACKETS

Blue / Red Lightweight



Black Wool and Black Leather

Red / Black Heavyweight (front and back)

VP HOODED SWEATSHIRT



VP HATS



FUEL TEST EQUIPMENT:
HYDROMETER KIT (SHOWN)



NEW DI-ELECTRIC CONDUCTIVITY
METER ALSO AVAILABLE

For more Apparel and Accessories: www.vpracingfuels.com

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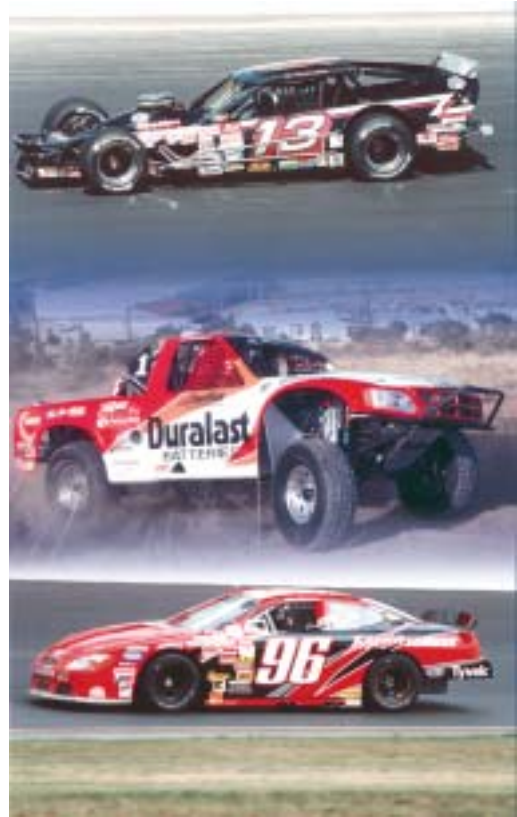
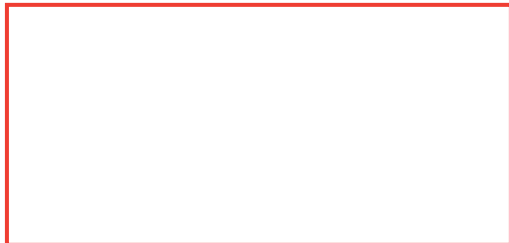
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VP Retailer:



VP IS PROUD TO BE THE OFFICIAL FUEL OR THE FUEL OF CHOICE BY CHAMPIONS WHO COMPETE IN THESE AND OTHER ORGANIZATIONS:

