



Santa Pod VP Racing Fuels Price List

Product	Description	Cost inc VAT
C12 Leaded 108 Octane	Recommended for CRs below 15:1, satisfying the needs of 75% of today's race engines. One of the best fuels in racing history.	£125 5 US/Gal
C14 Leaded 114 Octane	Recommended for naturally aspirated engines operating at over 8000 RPMs with CRs of 14:1 and higher.	£135 5 US/Gal
C16 Leaded 117 Octane	Used in turbocharged engines, blown engines and nitrous applications with CRs up to 17:1.	£140 5 US/Gal
C23 Leaded 120+ Octane	Recommended for ultimate performance in nitrous oxide applications with CRs up to 18:1.	£170 5 US/Gal
Q16 Leaded/Oxygenated 116 Octane	Will work well in any drag racing application - naturally aspirated, nitrous or blowers. Q16 is highly oxygenated, requiring a 4-6% increase in fuel flow, which will make 3-5% more power than competitive 116 octane fuels. Q16's oxygenation will significantly expand the range of air/fuel ratio acceptability, so performance will be more consistent and won't vary as dramatically with altitude or density changes. For bracket racers, variations in ET from run to run will be substantially reduced. This added fuel flow also effectively increases its octane by 6-8 numbers above its standard ASTM octane rating.	£140 5 US/Gal
Import Leaded/Oxygenated 120+ Octane	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.	£205 5 US/Gal
Motorsport 109 Unleaded/Oxygenated 101 Octane	Engines that can run on pump fuel, MS109 is a direct replacement that produces more power than any other unleaded fuel - up to 5% more than premium unleaded. Recommended for applications with up to 1.7 bar of boost and naturally aspirated engines with CRs up to 15:1. Offers better detonation protection as well.	£120 5 US/Gal
SV-05 Unleaded/Oxygenated 98 Octane	Developed for European drag race 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.	£140 5 US/Gal
M1 Methanol	M1 Racing Methanol has a 99.95% minimum purity. Engines will run cooler and are less subject to corrosion. Recommended for all methanol-legal racing applications.	£400 54 US/Gal
M3 Methanol	Like M1, M3 starts with methanol of the highest purity, but includes lubrication and combustion additives for an extra boost. Offers a wider range of jetting options, making jetting easier and more consistent. For bracket racers, variations in ET from run to run will be substantially reduced. With better tuning and cleaner, more efficient combustion it also reduces the noxious fumes associated with methanol fuels. For 60-70% of methanol applications, M3 won't require jetting or timing changes. The other 30-40%, M3's added vaporization may actually hurt volumetric efficiency and performance, which lead to the development of M5. M3 is not pure methanol and won't pass a water test.	£570 54 US/Gal
M5 Methanol	Has upgraded combustion additives that will make around 5-7% more power than M3, while offering the same or better protection against detonation. Like M3, M5's improved vaporization offers a wider acceptable range of air/fuel ratios and tuning. Yields faster combustion speeds which lead to closer EGT's from cylinder to cylinder, providing more consistent performance from run to run. M5 is not pure methanol and won't pass a water test.	£610 54 US/Gal