

★ On Track Fuel Of Power

by David Podolsky

VP Fuels has been concocting racing gas for more than 25 years. Starting with drag racing, the company is now strong in all forms of motorsports — from cars to motorcycles, motocross to road racing. VP just introduced U 4.2, a new fuel that's getting a lot of attention due to its performance and price.

U 4.2 is an oxygenated fuel; it is designed to make horsepower, not meet EPA regulations for street use. "Oxygen is a good power component for fuel and is one of the elements of U 4.2," says VP's global sales manager Bruce Hendell. "Any fuel that has oxygen as a component is considered oxygenated and U 4.2 has an 8.0 percent oxygen rating. Pump gas, for example, has an oxygen value of about 2.5 percent."

"Imagine that the components in a fuel are like a bucket full of coins," he continues. "That is like pump gas, it contains everything. Now imagine you run the fuel through a filter that sorts the change, taking out the pennies and nickels, and leaving only the dimes and quarters. That is like VP race fuel, a higher percentage of high quality components that make more energy."



Celtic Performance rider Chaz Davies uses VP Fuel and competes in AMA Superbike series.

If you are seeking the maximum potential of any engine and fuel combination, optimizing your jetting/fuel injection mapping is always a good idea. I spoke with Mark Rozema, crew chief for Celtic Racing Performance. At the Daytona 200 his Yamaha R6 motor pulled rider Chaz Davies around the high banking to finish in 4th place — ahead of the factory Yamahas.

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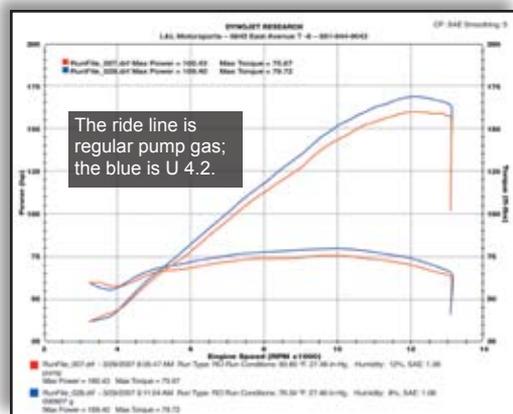
“Although the Japanese sportbikes are really well-engineered and designed to make the most out of pump fuel, you definitely need to remove the stock exhaust system to get the power that the motor is designed for. If you really want to achieve gains, install a race system exhaust and re-map the fuel system for that exhaust pipe, otherwise the motor can run lean and cause damage.

“For those who want more power, VP race fuel will provide additional

gains. The ultimate way to go for someone racing is by having an experienced technician Dyno test the motorcycle and map the fuel system for that fuel. Our shop utilizes a Super Flow Dyno to analyze the air/fuel ratio to create the best power curve possible.”

So if you are a racer looking for those extra few hp at a price you can afford, U 4.2 may be the thing to give you the edge you are looking for. If you are a street rider, realize that U 4.2 is not legal for use on public roads, but is a direct replacement for pump gas should you go to a track day or some other closed circuit venue. With over 1,500 dealers and distributors it's easy to find VP at a location near you. To find one go to www.vpfuels.com. **ZWT**

David Podolsky is the founder of Chicken Hawk Racing, and is a nine-time national champion competing in AHRMA and AMA Sports Championships.



More octane means more power. Not true. The octane number is a measure of a fuel's resistance to detonation, or knocking. High-performance, high-compression engines are more likely to detonate, and so require higher-octane fuels. However, the higher the octane, the slower the fuel burns, and you want the fuel to burn fast. But a fuel that burns too fast will also cause detonation, so you want to use the lowest octane number you can for your motor.

The best race fuels are leaded (so no catalytic converters please), whereas all pump gas is now unleaded. Lead increases a fuel's resistance to detonation, and raises the fuel's octane. Formulated racing fuels, however, can have a lower octane rating, but still produce more power than pump gasoline.

How much octane does U 4.2 have? If you used the same rating method of pump gas, U 4.2 has a 98 octane rating — more than enough to prevent detonation in most motors. Surprisingly, the VP fuel used by AMA Superbike teams has an approximate octane rating of 93.



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