

"M5 Methanol—the best performance part I've added to my combination in years." —Bill Dawson

It takes a lot of power to move Bill Dawson's 2840 lb '64 Nova down the track, but M5 was up to the task.

"Not only up to the task, M5 exceeded all expectations. At local tracks in Indiana, I was running pretty consistently in the mid 5.60s in the 1/8 mile on regular methanol and hadn't run in the 5.50s all year. The first weekend I used M5, it blew me away—at 76° F, I ran a 5.58 right out of the trailer, followed by six passes in a row at 5.55! The following weekend yielded similar results, with a 5.61 out of the trailer at 86° F. I followed that with six 5.60s and made it to the final eight of a 150-car field."

The real test came in the hot, humid air of St. Louis. "Despite the terrible air, my first pass was 5.60, followed by 5.58s the rest of the day. But even that didn't prepare me for what happened at Indy the following weekend in 72° air with low humidity. There, my first pass out of the trailer was 5.52, followed by four 5.50s, and in my last pass of the season—5.49! Needless to say, I'm completely sold on M5."

Dawson's engine builder, Gary Zimmerman, is also impressed with M5. "When Bill's engine came back after about 120 passes on M5, it looked as clean as anything I've seen. It obviously burns better, as there was no corrosion and the bearings looked brand new."

Bill's performance gains didn't surprise VP's Steve Burns, because they're all based on applied science.

"M5 was designed for bracket racing. The fact it will make better power is nice, but what I was really after was to make the engine perform more consistently from run to run. At VP, we've been making the best fuels in the world for 30 years and currently, this is the best we can do with a methanol based fuel. With combustion additives and a lubrication package to seal the rings, M5 is designed to make 5-7% more power over standard methanol. This typically translates to a 65 Hp gain in a 1050 Hp engine—while offering better protection against detonation."



Steve Burns

VP's Director-R&D



"M5 improves the vaporization efficiency of the air/fuel mixture, offering a wider acceptable range of air/fuel ratios and tuning. This improved vaporization provides easier, or faster, ignition of the air/fuel gas mixture. Remember—liquids don't burn, only gases burn. The faster combustion speeds lead to closer EGT's from cylinder to cylinder, providing more consistent performance from run to run."

The bottom line for Bill Dawson? "I've never experienced such consistency and huge performance improvements. For the price, it's the cheapest horsepower you can buy, but the most important improvement is the consistency. I don't look at M5 as fuel—it's the best performance part I've added to my combination in years."



World Leader in Race Fuel Technology™