

Wheelspin

Official Magazine of the North Shore Sporting Car Club

Volume 63 | Dec 2014

North Shore members shine in 2014 Australian Rally Championship



Also in this issue...

Summer Twilight Tarmac Rallysprints Go
From Strength To Strength

Fourth for Molly in Junior WRC final at
Wales Rally GB

Tips and Traps of Modern Engines

www.nsscc.com.au



COMING EVENTS

1 Dec.	December Club Meeting Roseville Club
18 Dec	Rd 3 Summer Tarmac Twilight Rallysprint Sydney Dragway
22 Jan.	Rd 4 Summer Tarmac Twilight Rallysprint Sydney Dragway
2 Feb	February Club Meeting Roseville Club
15 Feb	CAMS General Assembly Wentworth Hotel Sydney
19 Feb	Rd 5 Summer Tarmac Twilight Rallysprint Sydney Dragway
2 Mar	March Club Meeting Roseville Club
19 Mar	Rd 6 Summer Tarmac Twilight Rallysprint Sydney Dragway
18 Apr	NSSCC Caves Classic DRS Rally
21 Jun	NSSCC State Khana Colo
11 Jul	NSSCC Rally of the Bay Batemans Bay

DEC CLUB MEETING

Come and join us for the last Club meeting of the year at Roseville Memorial Club on **Monday 1st December**

SPECIAL GUEST SPEAKER - Molly Taylor

Just back from the Wales Rally GB where she finished 4th in the JWRC class.

Come and enjoy a cold beer, a great meal and a chat with fellow club members.

Dinner from around 6.30pm. Club Meeting from 8pm

MEMBERSHIP ENQUIRIES

Michael Kent

secretary@nsscc.com.au

Ph: 0417 251 253

CLUB CONTACTS

President: Jon Thomson

E-mail: president@nsscc.com.au | Ph: 0418 641 959

Vice President: Brett Middleton

E-mail: vicepresident@nsscc.com.au | Ph 0408 261 043

Club Captain: Howard Grove

Email: clubcaptain@nsscc.com.au | Ph.0408 313 078

Club Treasurer: Nigel Walters

Email: treasurer@nsscc.com.au | Ph: 0418 160 133

Secretary: Michael Kent

Email secretary@nsscc.com.au | Ph 0417 251 253

ON THE COVER



North Shore member Richie Dalton on his way to winning the Australian 4WD Rally title at Rally Victoria last month

FROM THE **PRESIDENT'S** DESK

Jon Thomson

Two down and four to go with our Summer Tarmac Twilight Rallysprints and what a huge success they have been so far. Following our very strong 43-car field at the inaugural event in October we have followed that up with a bumper 76-car field for our November event, just four shy of our capacity limit.

These have been a tremendous boost for the club and our membership has flourished as a result. It is absolutely fantastic to have so many new and returning members in the club and we look forward to having you all participate in a range of events over the next year or so.

We are already planning a second season of the Summer Tarmac Twilight Rallysprints for 2015-16 we will be running two gravel rallies at Hampton and our state round at Batemans Bay and several khanaacross including a round of the state khana series. Ideally it would be great to run a supersprint at the new Luddenham Raceway sometime next year.

To do all of that we will need you, as members of the club, to pitch in and help. We are the club, you are the club, we're all in this together. The camaraderie, the laughs and the fun are all a reward for the hard work that goes into these events

and the fun you have out there on the track, in a rally stage, behind the wheel or bantering with fellow competitors can't happen without the manpower to make the events run. So think about putting in some time to help as an official at our events.

As a club we have grown tremendously in recent times and that is fantastic and I reckon we can lay claim to being the premier rally oriented car club in Australia, something that is born out in part by the results for the 2014 Australian Rally Championship. Every category contested from the outright championship to the Classics, the 4WD Series and the Junior Challenge saw at least one NSSCC member in the winning team. Club member Dale Moscott who sat beside Scott Pedder in the Renault Clio was crowned ARC champion co-driver, his second ARC title, another North Shore member Richie Dalton captured the 4WD title in his Lancer Evo IX, Neal Bates and Coral Taylor, both North Shore members took the Classic Title yet again and in the Kumho Junior Challenge Tom Ryan and Fro Horobin, also both NSSCC members grabbed the crown. Congratulations to them all and it was great to see so many club members represented at the highest level of Aussie rallying.

At our December club meeting we will be paying tribute to our ARC heroes and also to Molly Taylor, another club member who has proving herself on a world stage and she will be at the club meeting to regale us with tales of her exploits at Wales Rally GB a few weeks ago. It should be a great night, get there early enough to have a bite to eat in the bistro at the Roseville Memorial Club with the club meeting and videos set to get underway at 8pm.

We would love to see you there for a night of fun and chat. Which brings me to the need to think about re formatting our meeting in 2015. For sometime we have been thinking about moving our meetings to a time that is perhaps more in keeping with our busy 21st century lifestyle. We are looking at ways of holding our meetings as a Cars and Coffee event on a Sunday morning from 8am to 10am. The increasingly popular Cars and Coffee concept has a lot of followers and being held on Sunday mornings allows members to come along with their car have a coffee and a chat, admire other peoples machines and make any relevant club announcements and be away to enjoy the rest of Sunday with out taking up the entire day.

BOOK YOUR PLACE AT THE 2015 CAMS GENERAL ASSEMBLY FOR YOUR CHANCE TO WIN 2 TICKETS TO THE 2015 FORMULA 1 AUSTRALIAN GRAND PRIX

CAMS would like to invite you to attend the 2015 CAMS General Assembly to be held at Sofitel Sydney Wentworth on Saturday the 21st of February.

CAMS is once again bringing together clubs from across Australia to discuss a range of topics relevant to clubs, including the benefits of affiliation, membership engagement, track and driver development, CAMS Event Entry and Officials training and development.

The day will also include a special guest interview with a high profile Motor Sport personality and a chance to win two tickets to the CAMS marquee on Turn 15 on the Friday of the 2015 Formula 1 Australian Grand Prix*.

Event Details Date: Saturday 21 February 2015 Time: 8:30am to 4:00pm Venue: Sofitel Sydney Wentworth Cost: Two representatives per club can attend free of charge, additional club representatives will be charged \$65 per person. Catering will be provided for all attendees. RSVP: Wednesday 11 February 2015



NORTH SHORE SHINES IN THE ARC

Its not to often that one club can claim domination of the Australian Rally Championship but this year has seen North Shore Sporting Car Club truly blitz the Championship series with at least one club member in the winning crew in each of the categories of the series.

The ARC went down to the wire at Rally Victoria with the outright championship for two wheel drive cars being fought out between Scott Pedder in his Renault Clio and Brendan Reeves in the Mazda 2 of Rallyschool boss and North Shore member Mick Ryan.

In the end Scott Pedder triumphed with North Shore member Dale Moscatt along side him calling the notes, despite the pair having a big of on the power stage on day one of the event. Fortunately things got better for Pedder and Moscatt and they were able to hold off the hard charging Brendan Reeves.

In the ARC 4WD Series (it is not a championship for some ridiculous reason) North Shore's hard charging Irishman Richie Dalton carried the form he had show all year in his Lancer Evo 9 to take the title from South Aussie Henry Nott. It was a great reward for Richie who showed tremendous speed and incredible development after a relatively short rally career. He put in some tremendous performances all year and was a deserving winner of the all wheel drive category. Well-done Richie.

The Classics have been a happy hunting ground for Neal Bates and Coral Taylor for the past three years with the tremendously fast Celica RA40 Classic and 2014 has proven no different. Of course with the Summer Tarmac Twilight Rallysprints Neal has joined NSSCC, while Coral has been a member of the club for many years. Although Neal is still

a member of Brindabella SCC we will claim him as one of our own now that he carries an NSSCC hard card in his wallet. Congrats to Neal a Coral for another superlative performance.

If that swag of ARC victories wasn't enough the Kumho Australian Junior Challenge was captured by newly recruited NSSCC member tom Ryan who was partnered by another North Shore newcomer Fro Horobin. The Rallyschool put in a tremendous performance in their Toyota Altera to take the junior Challenge.

All in all it has been a tremendous year for the Club in more ways than one and with so many new members joining up we expect big things across all competition fronts in 2015.

We salute all our North Shore Champions and congratulate them on their tremendous performances.



SUMMER TWILIGHT TARMAC RALLYSPRINTS

GO FROM STRENGTH TO STRENGTH

After two rounds of our innovative new Summer Rallysprint series at Sydney Dragway the popularity and interest just grows and grows with a bumper 76 car field at the November meet just four short of a capacity.

Neal Bates and Coral Taylor again took the outright win in the mighty ARC winning ST 205 Celica GT Four with Michael South bringing his Lancer home in second 9.3 seconds behind Neal, while Steve Marlin had a another podium finish in his Lancer Evo following his third place in round one.

After a close fought second last time out Dave Finnimore could only manage sixth this time in his rapid red Lancer.

The night wasn't without its drama after Gerald Schofield went off the tarmac and through a fence. There was a bit of damage to the fence and Mr Schofield's Lancer but no human damage, which is the most important thing.

Fresh from his ARC 4WD title win Richie Dalton was hoping to post a fast performance on the tarmac at round two but on the first run he fired off as he turned off the dragway, clobbering the plastic barriers badly damaging his Mitsubishi's front end signalling a premature end to his evening.

In the class battles there was plenty of interest with Andrew McMaster again taking the Class B win for 2WD cars over 2001 cc in his BMW E30 325 accompanied by his wife Christie. There was a hot fight in the 4WD gravel tyre class with rally tearaway Jack Monkhouse looking good in a Rallyschool Lancer but ultimately tidy proved faster with the Bates clan again cleaning up, eldest Bates son Harry with younger brother Lewis in the passenger seat taking the class win ahead of the reverse pairing, Lewis driving and Harry navigating in the old Bates trackday Celica. The young Canberra brothers

trumped Jack Monkhouse who had to settle for third.

In the 2WD gravel tyre class Tim Wilkins took the class win in his brilliant bright orange Nissan Silvia, while Jeff Denmeade accompanied by wife Catherine in a Honda Civic took the 2WD up to 2000cc class.

The one class that has been ignored so far is the 4WD over 3500cc, so if there are any Nissan GTR or Porsche Carrera 4 owners out there looking for a bit of trophy hunting prowess there is a gap where you could easily pick up a bit of silverware.

Hope to see you all at our third round at Sydney Dragway the week before Christmas on Thursday 18 December, be there or be square.

Round 2 November 2014

SUMMER TWILIGHT TARMAC RALLYSPRINT

as at: 12:59 PM

OUT POS	NO	CREW	CAR	CLASS	RUN 1	Pos on run	RUN 2	Pos on run	RUN 3	Pos on run	RUN 4	Pos on run	RUN 5	Pos on run	TOTAL OF BEST 3 RUNS	Final Pos	DIFF PREV	DIFF 1ST
1	1	N Bates / C Taylor	Celica GT4	A 4wd under 3500	2:05.4	1	2:04.9	1	2:02.1	1	2:04.2	1			6:11.2	1		
2	12	M South / J Goodreid	Subaru STI	A 4wd under 3500	2:08.5	2	2:06.1	2	2:29.2	36	2:07.7	2	2:06.7	1	6:20.5	2	9.3	9.3
3	27	S Marlin / S Jovanovic	Lancer Evo 9	A 4wd under 3500	2:13.0	3	2:11.1	5	2:08.9	3 =	2:09.8	4	2:09.5	2	6:28.2	3 =	7.7	17.0
3	36	A Rizzo / S Rizzo	Subaru WRX	A 4wd under 3500	2:13.8	4 =	2:09.6	4	2:08.9	3 =	2:09.7	3	2:15.4	13	6:28.2	3 =	0.0	17.0
5	37	A Mills / J Henderson	WRX STI	A 4wd under 3500	2:43.8	61 =	2:06.6	3	2:09.5	6	2:12.2	10			6:28.3	5	0.1	17.1
6	40	D Finnimore / C Condon	Lancer Evo 9 RS	A 4wd under 3500	2:38.6	51	2:11.9	6	2:09.2	5	2:11.9	9	2:09.6	3 =	6:30.7	6	2.4	19.5
7	13	D Bush / A Caldwell	Corolla 1998	A 4wd under 3500	2:29.0	31	2:12.9	7	2:08.7	2	2:11.0	8	2:11.8	9	6:31.5	7	0.8	20.3
8	19	S Muller / N Walters	VW Golf R	A 4wd under 3500	2:14.0	6	2:14.1	10 =	2:10.6	7	02:10.8	6 =	02:11.3	5 =	6:32.7	8	1.2	21.5
9	35	S Spada / J Nicholson	Lancer Evo 6	A 4wd under 3500	2:13.8	4 =	2:14.1	10 =	2:10.9	8	2:10.8	6 =	2:11.3	5 =	6:33.0	9	0.3	21.8
10	22	A McMaster / C McMaster	BMW E30	D 2wd over 2001	2:14.8	7	2:13.5	8 =	2:11.0	9	2:10.6	5	2:11.6	8	6:33.2	10	0.2	22.0
11	20	H Bates / L Bates	Celica GT4	F 4wd Gravel Tyres	2:19.8	11	2:13.5	8 =	2:12.5	10			2:09.6	3 =	6:35.6	11	2.4	24.4
12	59	C Jeffries / S Reid	Subaru WRX	A 4wd under 3500	2:21.3	12	2:15.5	12 =	2:13.3	11	2:16.0	11	2:14.2	11	6:43.0	12	7.4	31.8
13	29	L Bates / H Bates	Celica GT4	F 4wd Gravel Tyres	2:43.2	60	2:18.0	15	2:14.8	12	3:23.8	62	2:11.4	7	6:44.2	13	1.2	33.0
14	11	J Monkhouse / T Ryan	Lancer Evo 4	A 4wd under 3500	2:24.4	18	2:20.6	19	2:18.0	14	2:19.0	16	2:12.4	10	6:49.4	14	5.2	38.2
15	50	S Lowe / G Cook	Lancer Evo 8	A 4wd under 3500	2:33.0	41	2:23.8	28	2:15.1	13	2:21.5	18	2:14.3	12	6:50.9	15	1.5	39.7
16	30	S Williams / C Paradowski	Lancer Evo	A 4wd under 3500	2:19.4	10	2:16.0	14	2:18.8	16	2:18.0	13			6:52.8	16	1.9	41.6
17	16	P Dimmock / J Dimmock	Altezza RS200	C 2wd under 2000	2:22.1	13	2:21.3	20 =	2:19.5	17	2:17.8	12	2:17.0	14	6:54.3	17	1.5	43.1
18	60	B Fink / H Blazevic	Subaru WRX	A 4wd under 3500	2:25.3	20	2:18.5	16	2:18.6	15	2:18.4	14			6:55.5	18	1.2	44.3
19	72	J Denmeade / C Denmeade	Honda Integra	C 2wd under 2000	2:28.1	30	2:19.5	17	2:19.8	18	2:21.0	17	2:17.6	15	6:56.9	19	1.4	45.7
20	14	T Wilkins / S Jackson	Silvia 2000	E 2wd Gravel Tyres	2:25.9	22	2:21.8	24	2:20.8	19	2:18.5	15	2:19.2	16	6:58.5	20	1.6	47.3
21	9	C Jaques / K Jaques	Lancer Evo 3	F 4wd Gravel Tyres	2:26.5	24 =	2:21.6	22 =	2:23.0	21	2:22.4	20	2:21.7	17	7:05.7	21	7.2	54.5
22	57	J Graham / N Graham	Subaru WRX	B 4wd over 3501	2:23.2	14	2:20.3	18	2:29.8	37	2:24.1	22	2:25.7	27	7:07.6	22	1.9	56.4
23	38	G Boyle / M Sahyoun	Subaru WRX	A 4wd under 3500	2:23.7	15	2:21.3	20 =	2:24.4	25	2:22.7	21	2:23.9	21	7:07.7	23	0.1	56.5
24	17	J McCredie / N McCredie	Lancer Evo 7	A 4wd under 3500	2:23.9	16	2:22.7	25	2:22.5	20					7:09.1	24	1.4	57.9
25	56	T Ryan / J Monkhouse	Lancer Evo 4	F 4wd Gravel Tyres	2:26.5	24 =	2:23.4	27	2:24.5	26	2:26.3	30	2:22.1	18	7:10.0	25	0.9	58.8
26	3	A Coppin / D Moscat	Lexus IS200	C 2wd under 2000	2:43.8	61 =	2:27.7	37	2:23.7	23	2:24.5	24	2:22.5	19	7:10.7	26	0.7	59.5
27	76	D Worrell / M Meldrum	Commodore 1982	D 2wd over 2001	2:25.8	21	2:25.9	31	2:23.4	22	2:22.2	19	2:26.6	30	7:11.4	27	0.7	1:00.2
28	4	R Cary / R Edwards	Mini Cooper VC	C 2wd under 2000	2:24.1	17	2:23.3	26	2:26.2	29 =	2:25.6	27	2:25.1	25	7:12.5	28	1.1	1:01.3
29	28	P King / P Bailey	Lancer Evo 4	A 4wd under 3500	2:30.6	33	2:26.1	32	2:26.9	32	2:25.9	28 =	2:23.3	20	7:15.3	29	2.8	1:04.1
30	43	S Atkinson / T Atkinson	Mazda Familia	A 4wd under 3500	2:25.0	19	2:25.7	30	2:24.9	27	2:25.9	28 =	2:37.8	49	7:15.6	30	0.3	1:04.4
31	68	N Fellows / P Lockley	VW Golf	C 2wd under 2000	2:27.1	28	2:27.2	34 =	2:26.5	31	2:25.3	26	2:24.3	22	7:16.1	31	0.5	1:04.9
32	51	G Cook / S Lowe	Lancer Evo 8	A 4wd under 3500	2:35.5	46	2:29.4	41	2:27.6	34	2:24.3	23	2:24.8	24	7:16.7	32	0.6	1:05.5
33	66	G Elliot / D Elliott	Celica GT 1974	C 2wd under 2000	2:27.6	29	2:24.2	29	2:33.7	45 =	2:28.3	32	2:25.2	26	7:17.0	33	0.3	1:05.8
34	63	D Loftus / M Ryan	Mazda 2	C 2wd under 2000	2:31.8	39	2:28.1	39	2:26.2	29 =	2:25.2	25	2:25.8	28	7:17.2	34	0.2	1:06.0
35	33	C Paradowski / S Williams	Lancer Evo 8	A 4wd under 3500	2:27.0	27	2:28.0	38	2:27.3	33	2:26.4	31	2:26.8	31	7:20.2	35	3.0	1:09.0
36	15	K Byrn / L Jenner	Mitsubishi FTO	C 2wd under 2000	2:30.1	32	2:26.4	33	2:30.3	38 =	2:39.6	53	2:27.6	32	7:24.1	36	3.9	1:12.9

Concept and Equipment: CARNET RENTALS

Page 1

Results courtesy of GARY'S MOTORSPORT TYRES





FOURTH FOR MOLLY IN JUNIOR WRC FINAL AT WALES RALLY GB

North Shore member Molly Taylor is pondering the possibilities for 2015 after a strong finish in the 'grand final' of the 2014 Junior World Rally Championship.

Despite missing two rounds of the series due to lack of funds, Taylor and British co-driver Seb Marshall made a return to the stages at Wales Rally GB, finishing fourth in the category. The result left Taylor sixth in the J-WRC points standings for the year.

Taylor, an ambassador with the 'Rexona #IWILLDO' campaign, went into the event (November 13-16) setting herself the goal of winning a stage, and came oh-so-close, being second fastest by just two seconds on one competitive section. She posted third and fourth quickest times during the event, despite being out of the car for three months leading up to Rally GB. "I knew it was going to be a tall order to come into the event in this way without much prep, but I put everything into making it happen," Taylor says.

"It took a few stages to get a good feeling with the car because we didn't get a chance to really do any testing before the event, and with a bit of a break out of the car [her previous event was the WRC round in Finland, in August], we were kinda working it out on the run.

"No matter what happened, it was always my plan to go out and give it my best, which we did, so I can't ask for more than that. We showed we have the pace, even if it wasn't always smooth sailing.

"I am disappointed to not win a stage despite coming so close, but we posted some fastest splits on other stages and in any case we were on the money, so that's positive."

Aside from trying to meet the goals she had set herself, Taylor says more than anything else, she just really relished the opportunity to be back in the car and driving again.

"There is nothing I enjoy more than driving and I am so grateful to the CAMS Foundation, Rexona and my supporters for making this possible. When everything comes together on a competitive stage, there is no feeling quite like it!"

Taylor is now back in Australia and already working to fund a drive for next year.

"We're looking at every possible avenue but at the moment, after Rally GB, I am completely broke!"



"I would love to step up into a 4WD car but can't see a realistic chance of that happening, although there are some other options. I just need to put the funding in place. For sure there is no way I am finished chasing my dream. I still have a lot to do in rallying."

Taylor ran a Citroën DS3 R3T in selected rounds of this year's J-WRC, after winning the inaugural Ladies Trophy in last year's European Rally Championship.

The young Australian, who is officially ranked as the world's number one female rally driver, moved to Europe in 2009 to build her career after winning several class championships locally. In 2011, she was one of six young drivers to win a scholarship in an international shootout between 18 drivers from around the world.

That gave her a fully funded drive in the WRC Academy, a junior section

of the World Rally Championship. For the last two years, she has contested selected rounds of the European Rally Championship (ERC) and the WRC, posting several class victories along the way and winning the ERC Ladies Trophy last year.

The 'Rexona #IWILLDO' campaign is a branded content initiative designed to motivate and assist people in achieving their goals. The program is spearheaded by AFL star Adam Goodes and also features BMX Olympian and World Cup Champion, Caroline Buchanan. Rexona has also partnered with the Australian Institute of Sport to deliver exclusive content to #IWILLDO participants. The Rexona social media initiative encourages the general public to join in by setting themselves a goal and receiving motivational tips from the ambassadors and the AIS to achieve that aim.

FOR SALE

Our For Sale section is free to Club Members to advertise cars, motor sports parts, wheels and tyres or anything associated with motoring and motorsport

4 x Auscar 15 inch Alloy wheels

Suit Falcon or Fairlane, complete with roadworthy tyres

\$300 ono

Call Jon Thomson
0418 641 959



IF YOU HAVE A FOR SALE PLEASE CONTACT US AT
president@nsscc.com.au and supply your ad.

AUSTRALIA'S LARGEST PERFORMANCE
PARTS DATABASE



SCAN FOR \$100*

CLICK THE GREEN BUTTON ON OUR WEB SITE

Find parts for your vehicle

www.mrtperformance.com.au

- ✓ 150,000 online parts
- ✓ Lifetime Warranty
- ✓ Free Freight

JUST ONE
CLICK

MRT Brake KITS

MRT Suspension KITS

MRT Power KITS

Powered by:
ECUTEK
RACE ROM

elf

GFB
GO FAST BITS

PFITZNER
Performance Gearboxes

dba

COSWORTH

UNI FILTER

WHITELINE
Flat out

*Conditions apply. Go to website for details

(02) 9767 4545



MRT
PERFORMANCE

TIPS AND TRAPS OF MODERN ENGINES

by Brett Middleton

As we embrace more efficient new engine technology, the downside of those efficiency gains are actually soon realised.

Often overlooked in old technology engines, Carbies had a beneficial self cleaning function.

The fuel flowing from jets cleaned the inlet manifold of deposits that migrated there from oil blow by, a result of crank case breathing.

Modern engines are a balance of efficiency and cost.

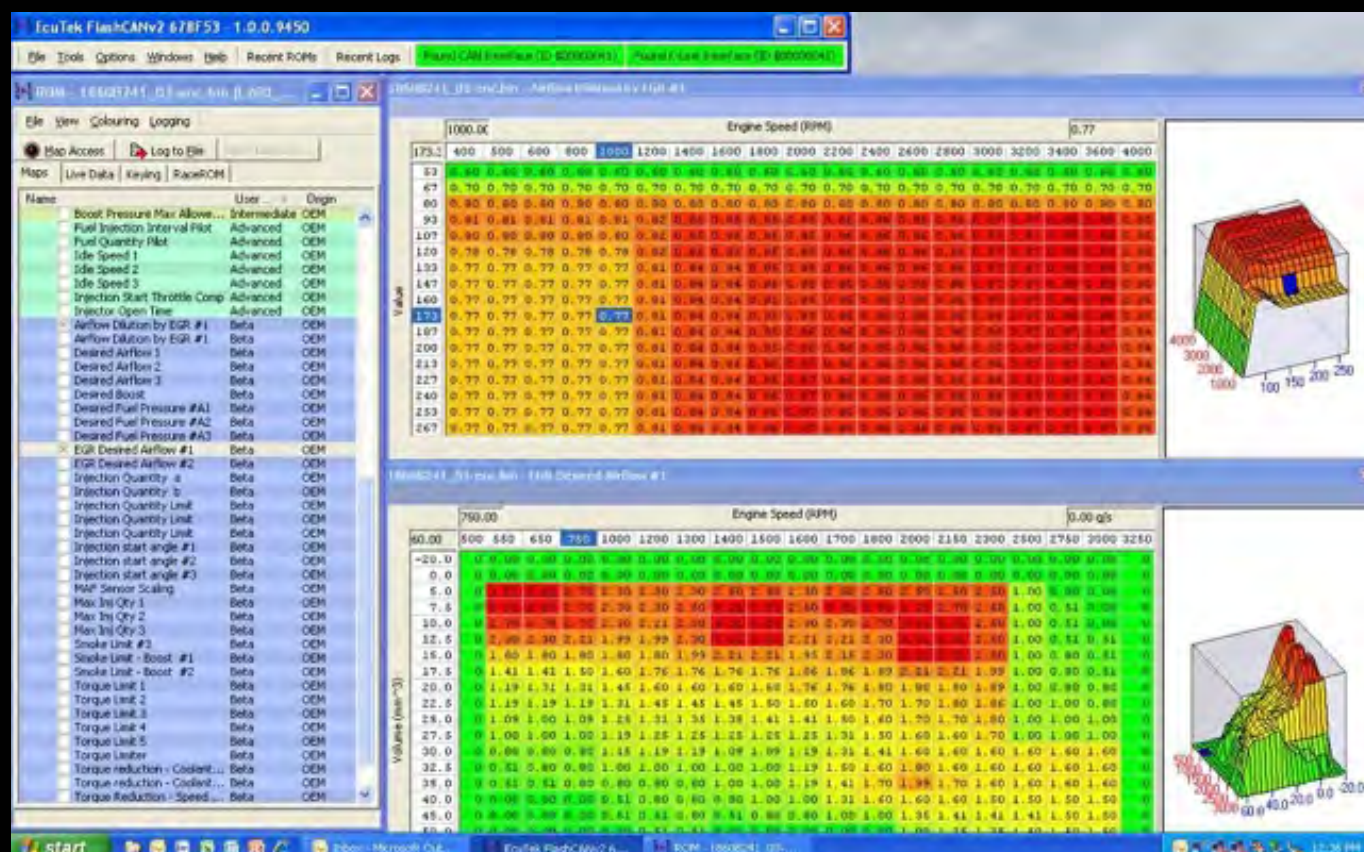
Take for example direct injection petrol and diesel, there is no fuel to clean the inlet, but the upside is better power and much improved fuel economy.

The owners are often not aware of hidden costs of keeping a modern engine clean. The newest DIT (Direct Injection Technology) engines have long term costs in keeping the build up of deposits down. Add diesel and you have a recipe that some manufacturers are constantly struggling within the balance of cost vs economy.



The Mitsubishi 3.2 turbo diesel DIT engine, often suffers this problem, even though it was one of the first of its type in the Oz market. Nothing new is perfect, at first.

The replacement Mitsubishi 2.5 Turbo Diesel DIT engine was another step forward, with similar power and torque of the 3.2 yet smaller and more compact, but yet still suffering soot issues, somewhat less than its predecessor.



Soot is the positive and negative hidden feature of these engines and its not just Mitsubishi's challenge, we now see it in all DIT engines, its just in Diesel engines the build up happens faster.

EGR (Exhaust Gas Recirculation) is used on most modern engines and the Mitsubishi engine has suffered and gained as a result.

Balanced for a combination of cold start, fuel economy and other benefits, controlled by the ECU (engine control unit) the EGR valve that connects the exhaust to the inlet, feeds, depending on engine load, sooty air to an inlet manifold that then combines with oil blow by.

This soot is then recombusted, but some mixes to form a sticky paste, looking somewhat like boot polish.

A 3.2 or 2.5 diesel with over 100,000 km can in some cases be 30% blocked if not correctly cleaned regularly.

This is a challenge for both manufactures and also the aftermarket, to find a balance of the holy grail of more power (and Torque) at a sensible cost.

This is my daily challenge in the performance aftermarket.....

And yes there is a solution ☺

For more info, and videos search the web for "MRT soot"



SYDNEY'S AWARD WINNING POOL BUILDER



Premier Pools has been designing and building Sydney's finest pools since 1983.

More importantly to you, Premier Pools has been the builders' choice when it comes to a partner in designing and constructing pools in even the most challenging of sites. We work with some of Australia's largest commercial and residential builders and architects.

For more information phone 9415 8888 or visit www.premierpools.com.au

Premier Pools
THE POOL PROFESSIONALS

Member of



Building Licence No. 34971



Super Store

Only 5 mins from Eastern Creek

Unit 3/13 Penny Pl, Arndell Park NSW 2148

(02) 9676 8655

www.garysmotorsporttyres.com.au

GarM1305