

**I**n motorsport it pays to let the results do the talking, whether you're a racer or the supplier of a world-class lubricant.

When the successes of LubeAlloy Specialised Lubricants and it's high performance range of LA Racing Lubricants were brought to our attention naturally we were eager to try their product out into our Track Day Monster, not only because we like to support Australian business, but because we know the importance of engine protection – especially under the strains of track use.

In the arena of intense production car competition, LA Racing Lubricants have fast gained an enviable reputation for superior protection by racers who value the importance of getting the most life out of their engines.

In fact when tested across a variety of differential temperatures, cars running on LA Racing Lubricants showed a maintained temperature up to 10 degrees lower than those of the other competing cars.

Similarly, the viscosity of the initial oil prior to events was within 10% of the oil viscosity post event.

The LA Racing Lubricants backed

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Holden Monaro HSV GTO Coupe driven by Cary Morsink in NSW Production Touring events is working proof of that. Chris Farrow, a bachelor in mechanical engineering working on engines, found evidence for the high performance of the LA Racing Lubricants used in Moresink's Monaro with the engine bearings in good condition and the reduction of the timing chain stretch after the racing career for the car so far.

LA Racing Lubricants involves itself actively in the racing community, being a major sponsor of the NSW Production Touring Cars Association. Naturally with the growth of competitors approaching LA Racing Lubricants for product, racers are fast realising the

benefits of LA Racing Lubricants.

The reputation of LubeAlloy in motorsport has grown since 2007 when their initial exposure to the racing world sparked the inspiration to proceed with further developing quality racing lubricants, and thus LA Racing Lubricants was born, but its fast tracked success was no coincidence.

LA Racing Lubricants have been developed through years of experience in even more hostile applications. Since 1997, LubeAlloy Specialised Lubricants has supplied industry superior protection for machinery and equipment from the harsh environs of industrial and automotive application.

100% Australian owned and operated from LubeAlloy's head office in Queanbeyan NSW, LA Racing Lubricants are manufactured right here in Australia at a state of the art facility located at Harden in South West NSW.

With quality paramount, LubeAlloy's stainless steel blending vessels are connected to a closed loop system with cross-contamination eliminated. It's that commitment to quality that has made LA Racing Lubricants trusted protection for racers who care about their engines from production cars to hi-stress drag racing applications.



## IT'S IN THE BASE OILS



The range of LubeAlloy Specialised Lubricants including the LA Racing range differentiates itself from other lubricant brands through the utilisation of top-tier pure PARA-SYN and ES-SYN base oils in combination with highly researched and tested additive packages to formulate oils designed to withstand the extreme conditions and demands of industrial machinery. For example the 15L Cummins Caterpillar Volvo engines found in many transport and mining

trucks with a mid-500 horsepower range and a life expectancy of 1-1.5 million kilometres are thriving on the LubeAlloy Specialised Lubricant technology.

On the race track the tried and tested knowledge of lubricant performance in demanding conditions allowed the LubeAlloy technical team to formulate a range of maximum performance oils bearing the LA Racing Lubricants name. The LA Racing combination of pure PARA-SYN and ES-SYN base oils with chosen additives produce a range of lubricants that thrive under high temperatures and

provide thermal and shear stability and pressure control, embracing conditions that would usually result in oxidation, wear and contamination.

Often oil brands will claim to have an oil of a certain viscosity, but if they're using poorer quality base oils, the viscosity will not remain consistent when it heats up. Through LA's use of pure PARA-SYN and ES-SYN base stocks, you can be guaranteed the oil will perform the way it's supposed to at racing temperatures.