

Who wants more clean power and more MPG

It is possible and we plan to prove it this year as we have fitted on to our current Kumho race car...keeping the original engine and induction...so no turbo, or engine work.

We made this decision as we wanted to produce more power from our Class D Kumho car which is a 318is and due to restrictions within the regulations a good exhaust would be vital to make the most of the cars horse power.

We have a long term personal and business relationship with Rallyschool.co.uk and they have successfully run Raceflo vortex systems on their cars including class winning Micra's, Lupo's and Mazda2...also a BMW 120d won its championship class in the BTRDA with the system. They have proved the performance in independent tests, and tested before and after fitting so I was convinced it was worth a try.

Rallyschool.co.uk is the UK dealer for Vortex for race and rally cars and they supplied me with a vortex to try welded into our OEM system last year. We tried it at a Bedford trackday and as we hit 100db were asked to leave, and we then ran it at the penultimate round of the Kumho BMWRDC championship at Oulton Park and as we were not running an extra exhaust box it proved to be too noisy for the driver to hear the engine note at high revs. Following conversations with the Vortex hierarchy at the Autosport in January we decided we had not located the Raceflo Vortex in the ideal position in the system and it needed an exhaust box within the system.

We took the car to Vortex to discuss all the exhaust options and in the end we built a new bigger bore system including the Raceflo – the resulting system produced a subtle but sporty rasp from the system and maximized the Vortex operation.

We have tested the car at UK circuits and laptimes have been reduced and power and torque upon acceleration has shown an improvement and all with the race regulations.

Now it's down to the drivers during the year to prove it with results as has been the case with the rallycars, we are also planning to fit to an E36 M3 to compete in class B and supply these to other racers as we prove it works.

You will see from the pictures the process to build a free flowing system that locates the Vortex in the best position for performance and also avoid any issues like knocking etc.

If you look down a vortex (looks a bit like a cherry bomb – for those old enough to remember) you will see a dome and pipes that direct the gases round it and this flow creates the vortex.

These systems are not just for competition cars and have been added to OEM systems with and without catalysts although you can also add sport cats to further improve the power and efficiency – contact Rallyschool.co.uk for road and competition units.



What is it all about?

Our aim is to improve the **efficiency** of your vehicle's engine, **boosting performance** and **saving you money on fuel**

By simply replacing conventional exhaust parts with Vortex™ exhaust components you can achieve **immediate and measurable improvements** to your car engine efficiency

The result – **Significantly better fuel economy** (higher MPG) **significantly more power** and **lower emissions**

How does it work?

When fitted the Vortex™ exhaust. Unlike any other exhaust, the patented Vortex™ technology vacuums exhaust gases out at high speed, (lowering back pressure) allowing engines to run much more efficiently in turn increasing power and performance.

This performance exhaust technology unlocks power that has previously been unobtainable due to exhaust backpressure. Backpressure stifles engines and increases as a negative force with every engine modification you make until you are forced to deal with the exhaust to reduce it. The only way to reduce exhaust backpressure is to fit a Vortex™ Exhaust Sport Resonator. A Vortex™ Exhaust is far more effective than any straight through exhaust made from stainless steel or anything else, or indeed any sport Resonator in the market. Our Vortex™ Exhaust Sport Resonator can withstand temperatures above 800 degrees centigrade. Material chosen gives the Vortex™ Exhaust Sport Resonator the capacity to maintain exhaust sound within racing limits and deliver the optimum performance guaranteed.

In racing as a driver or tuner you will immediately notice the extra power and torque that the vortex delivers. This is probably the most cost effective power upgrade you will find and the only performance exhaust that will deliver a serious increase in power and torque. With the backpressure reduced you will be able to tune high performance or racing cars better, to an optimum, to achieve the ultimate power curves from the engine. An engine with a Vortex™ Exhaust will always outperform any identical engine fitted with any other performance exhaust system.

The fitting process



new pipe if required



welding together



Fitting in ideal location



Finishing touches



For more information contact:

www.rallyschool.co.uk - for road and competition systems

www.vortex-performance-exhausts.co.uk – for information and video demonstrations