

eurotuner

GP

presented by

DUNLOP



# POWERFUL PERFORM

1 1 CARS, 3 DAYS,



**eurotunerGP? What's that? Glad you asked...**

It's our annual shootout between some of America's finest tuning companies, which are invited to take part in a series of trials and tribulations.

For the very first time, we decided to add a day at the dragstrip to our regular disciplines of dyno and road course. This was designed to give the contest an extra dimension. But it's not really a contest.

You see, the thing about the etGP is that it's uniquely uncompetitive. We're not actually

pitting tuner against tuner. How could we? There were four-cylinder cars against six-cylinder, front-wheel drive against all-wheel drive, naturally aspirated against forced-induction, Mk1 Golfs against Audi S4s.

The etGP is an opportunity for tuners to get together and have a good time while showing off their ability and workmanship. We don't expect a Mk1 Golf to do well against an Audi RS4, but if it does, then all the better.

The aim of etGP is to show us what these cars are capable of. We are hoping that at least one of them will meet either your budget or tuning criteria. If you have only a few thousand dollars to spend on a car, there's something here for you. And you can make a direct comparison against modifications that might cost you \$10,000 or more.

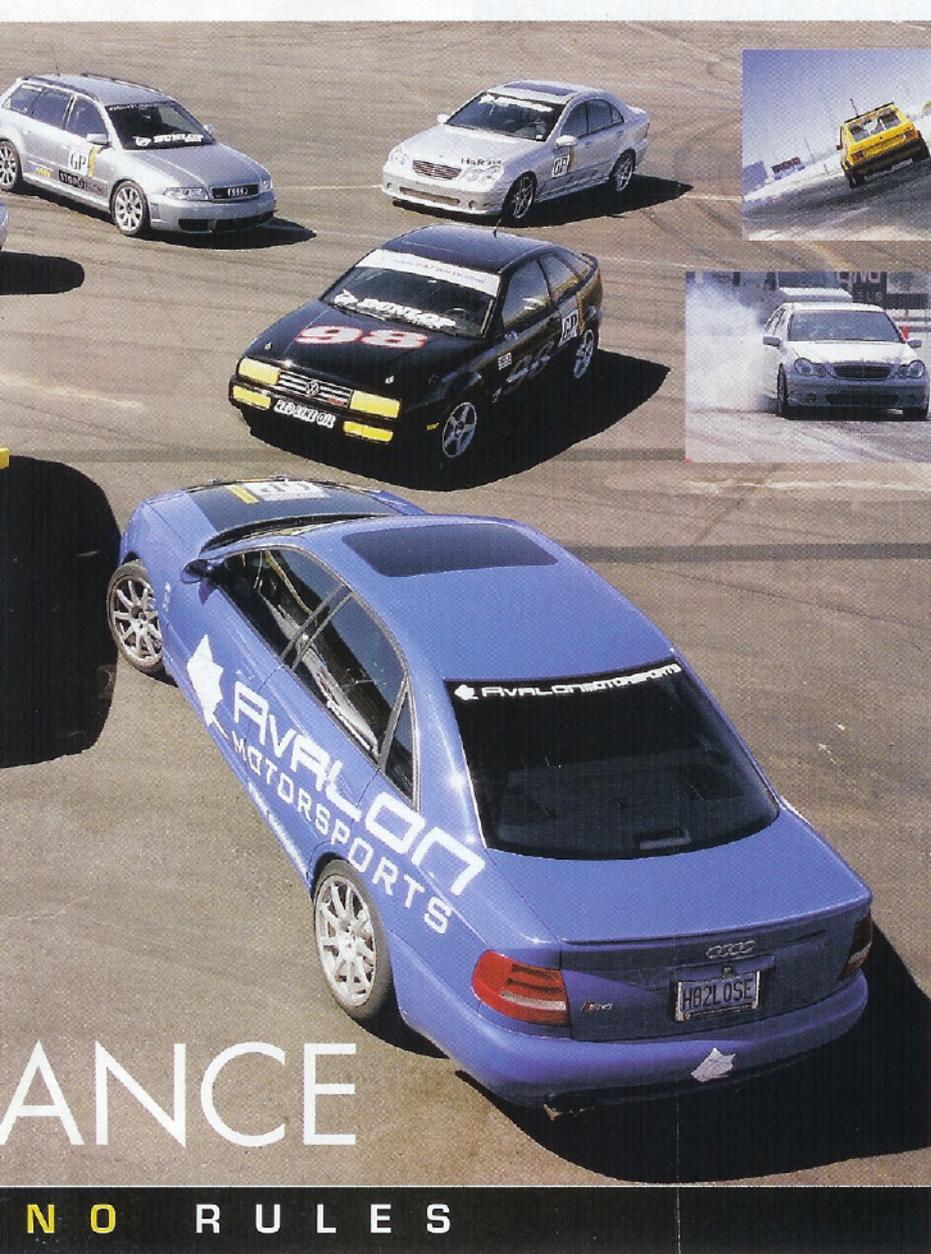
So don't simply look down the table and see that an Audi S4 is faster and more powerful than a Corrado, because that's a given. Instead, you should be using the etGP

to see what difference a few dollars can make. Is a VR6 better than a 1.8T? Should you buy an Audi S4 or a Mercedes C32?

Our biggest regret is that we didn't manage to attract any BMWs to the event after the M3 that was slated to attend experienced problems just prior to the start date. We also lost a Porsche Turbo, which everybody was looking forward to running against. However, we've been assured these tuners will be ready in time for etGP05.

In the meantime, we've divided our coverage of the event into two sections. This month we're covering the power events — the dyno and drag racing. Next month, we'll bring you the results from the road circuit.

We've lumped the dyno and drag together because both disciplines should be directly related to a car's horsepower, which should correspond to its quarter-mile time. That doesn't fully account for the advantage of all-wheel-drive traction, but the cars finished



# ANCE

# NO RULES

pretty much where we expected.

Ultimate power was undoubtedly affected by ambient temperature, which hit about 90 degrees at the K&N dyno and 95 degrees the following day at the California Speedway. It was definitely a factor for the cars, particularly those with forced induction. That's a risk you take, though, in Southern California.

New for this year's *etGP* was the involvement of Dunlop Tires (see side panel). The company came on as the main sponsor in order to provide the competitors with a control tire. The idea was to try to create a level playing field, where every competitor would have the same high level of grip, thanks to a brand-new set of Dunlops that were supplied prior to the event. While several tuners did have their own tire allegiances, everybody was prepared to fit the new rubber, and we got positive feedback about the level of grip and durability — after all, some of these tires were put through 20 or 30 runs on the strip,

with burnouts, then subjected to several hours on the road course, all in searing temperatures. Yet none appeared to suffer adversely from the abuse.

With the temptation of free tires, we know there are other tuners who'll want to be involved in future *etGP*s, and it's a shame the East Coast wasn't represented in greater numbers, although we were delighted to see TJM come over from New Hampshire and Momentum Motor Parts journey down from Vancouver, Canada. However, we're hoping to balance our West Coast bias by taking *etGP* to the other side of the country, possibly next year if there's enough demand...

For now, enjoy this 17-page tunerfest, crammed with stats, facts and figures. But don't forget to read next month's installment when all the cars hit the road course at Streets of Willow. Find out if the order changes significantly once we introduce braking zones and sharp corners.




## DUNLOP

### Dunlop Tires

[www.dunloptires.com](http://www.dunloptires.com)

Back in 1888 when a Scottish veterinarian named John Boyd Dunlop improved the performance of his son's bicycle by inventing the first pneumatic tire, little did he know he'd just created a tire standard that would impact the development of the automobile. Since then, the tire has seen a lot of technological improvements, but the idea behind an air-filled rubber tube remains the same. As interesting as this is, it has nothing to do with why we chose Dunlop as the spec tire of the *europetuner*. Our reasoning was simple — by leveling the playing field through controlling the amount of traction all the competitors had to work with, we'd challenge everyone to tune more carefully and drive more accurately, rather than relying on a race slick to compensate for an ill-tuned vehicle. For this task, we opted to use a company with a lot of history when it comes to tire production, and we equipped each *etGP* competitor with Dunlop high-performance tires. Since the *etGP* was going to be held rain or shine, we needed a tire that would perform well in the wet if SoCal's rainy season should happen to fall on the first week of June, so running a treadless race slick was out of the question. Mocking our concerns, not even a cloud showed its face during the competition, so none of Dunlop's wet-weather technology mattered. What did matter was the tires held up exceptionally well despite the scorching temperatures and punishing driving throughout the three-day competition.

# Drag Queens



## A Quarter Mile and No Excuses

### California Dragway

[www.californiaspeedway.com](http://www.californiaspeedway.com)  
California Speedway's quarter-mile track is very similar to other quarter-mile strips, but the problems we face in Southern California when it comes to the 1,320 are twofold. First, SoCal is a desert, and consequently, the temperature is going to hit triple digits. Second, the elevation varies so much that many naturally aspirated cars suffer dramatically at certain tracks. As such, we opted to run at the California Dragway at California Speedway in Fontana. The other track we could have run at was LACR in Palmdale. Sadly, though, Palmdale's elevation is roughly 2,600 feet, while Fontana's is close to 1,200 feet. The additional height gives forced-induction cars an advantage over naturally aspirated cars at LACR, and since we knew we'd have turbocharged, supercharged and n/a cars competing, we wanted to minimize the elevation penalty. A problem the cars were fighting was the amount of built-up rubber on the ground, which ultimately reduces the available traction. To help counter this, we had traction compound (VHT) laid down throughout the day. We also swapped lanes periodically in order to wear both evenly.

In the shadow of the California Speedway's oval track, the dragstrip is located pretty much in the parking lot of this impressive structure. Before arriving at the venue, it had been our intention to run a test and tune session in the morning, then record the fastest times in the afternoon. However, it was about 80 degrees before we even started running, and it was expected to get much hotter, so we instructed everybody to go for it; all times would count!

The only crew who missed this information was Evosport. They had set a blistering run the first time out and then sat back to conserve energy. While they sat out the coolest part of the morning, we were able to get word to them before it was too late. The AMG Merc returned to the track for more runs and was one of the most impressive, yet quietest cars out there.

Most of the teams, certainly all the turbo'd and supercharged ones, were running some form of supercooling system — be it ice on the intake and intercoolers, or injection systems and so on. Teams then resorted to removing items of trim and even seats in an effort to gain a tiny advantage. Despite these measures, few cars improved on times they had set before lunch.

Several cars, however, were on the cusp of really fast times, and their drivers were pushing to break into a lower bracket. Sadly, this claimed a couple of victims, including the plucky Bahn Brenner Corrado crew, who stripped a gearbox in their attempts. You'll be pleased to know they installed a new tranny overnight (thanks to John at WRD and Shawn at Kraftwerk) and were back for the road

circuit the next day, so no permanent damage was done.

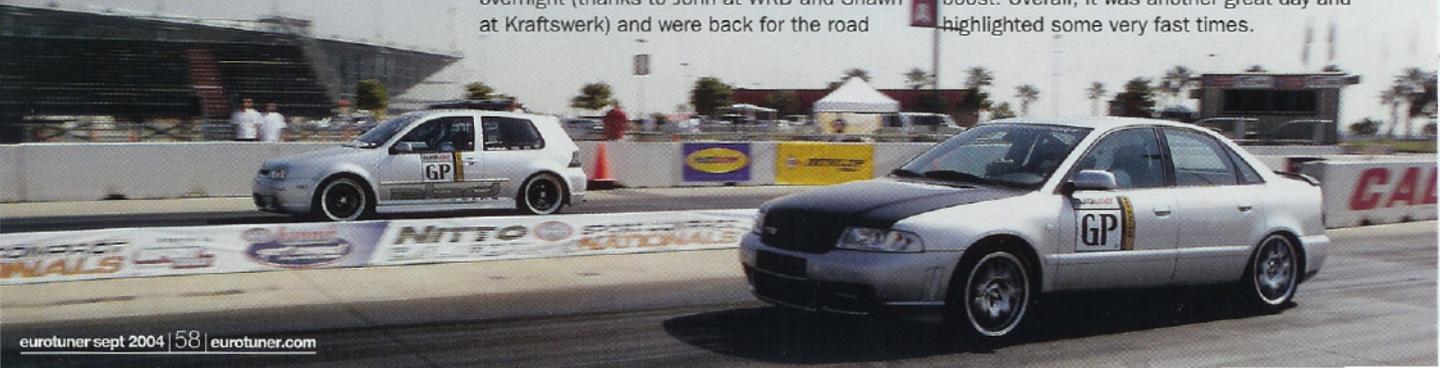
It was great to witness the kind of do-or-die spirit that pushed drivers to get more from their cars, despite the ridiculous temperatures. With nothing to gain except pride and satisfaction, these teams were committed to

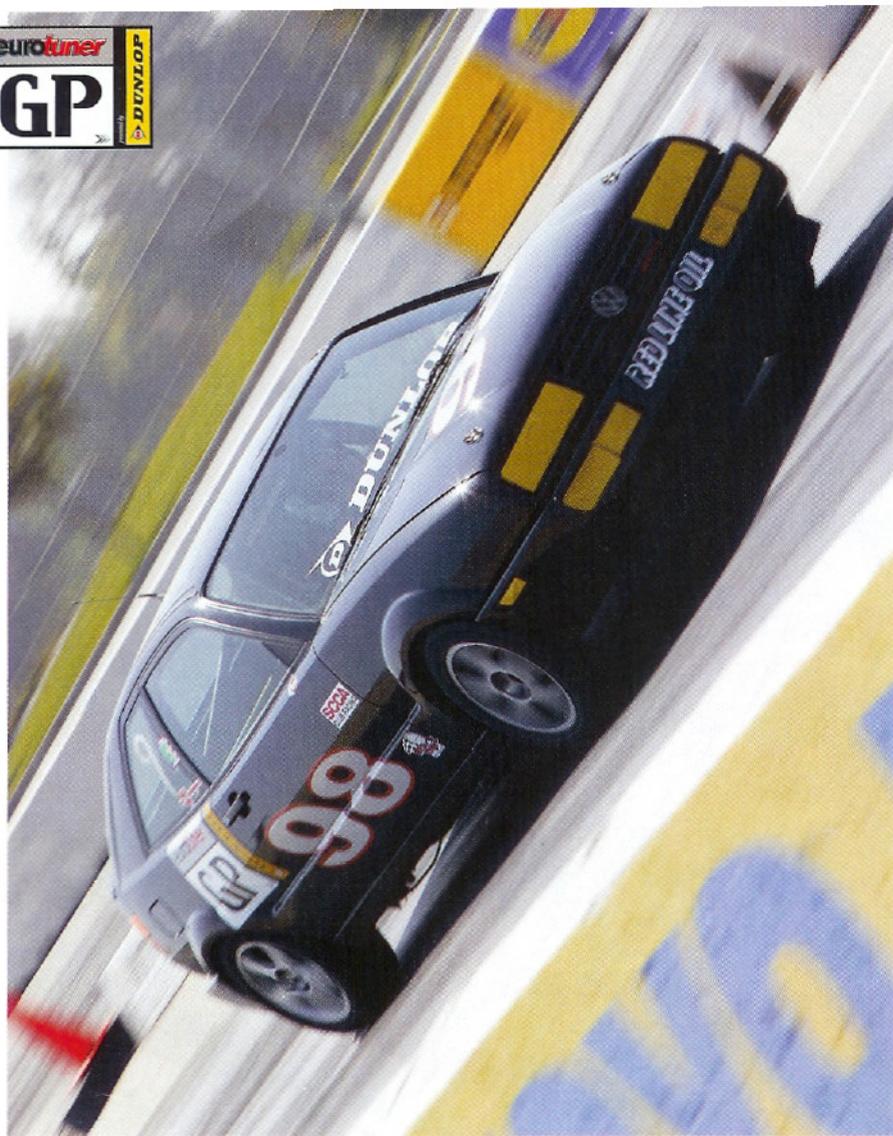


showing their cars in the very best light.

As with the dyno, there was a distinct gap between the four- and six-cylinder cars, although such machines as the TJM A4 were bridging the divide with their four-wheel traction, as expected.

The loudest car of the day was again the BBM Corrado, best burnout was the WRD Golf, smoothest was the Evosport Merc — which simply glided down the track — and loudest turbo was the Momentum Golf, which had some experimental settings and lots of boost. Overall, it was another great day and highlighted some very fast times.





## Dyno

A lot of other teams in the competition spent time prepping their cars for the dyno runs. Gary's was one of the few that didn't. He rolled the car onto the dyno, popped off his three runs and went and sat down in the shade. It seemed very nonchalant, but when you have a virtually stock motor, there aren't many variables to worry about on the dyno. The car was consistent in all three of its pulls, keeping the horsepower separation within 1hp each time. The largest separation was the 3.96 lb-ft torque difference between the car's highest and lowest run.

The motor is close to stock in most senses, with the biggest modification being a set of 2.8-liter forged JE pistons. The rest of the internals were untouched, and the only other motor modifications were the addition of a 247-Parts.com exhaust system and header, along with plug wires and an intake from Euro Sport. A 247-Parts.com oil cooler kit was also added to keep the oil temp down when driving the piss out of the car on the track, and a Quaife LSD was employed to keep traction through the corners. The mods are limited on this car, but they are definitely the right ones if your intention is to road-race a VR.



# 247-Parts.com

## '92 VW Corrado SL C

**Driver:** Gary Semerdjian

**Horsepower:** 175.16hp

**Torque:** 172.46 lb-ft

**Quarter-Mile:** 14.698sec @ 93.8mph

**Contact Info:** 247-Parts.com, 866/88-SPEED, www.247-Parts.com

**Engine:** 2.8-liter VR6, JE pistons, Euro Sport intake and plug wires, 247-Parts.com exhaust, header and oil cooler, NGK spark plugs

**Driveline:** VW 02A five-speed manual, Quaife LSD, stock clutch and flywheel

### 247-Parts.com believes in suspension.

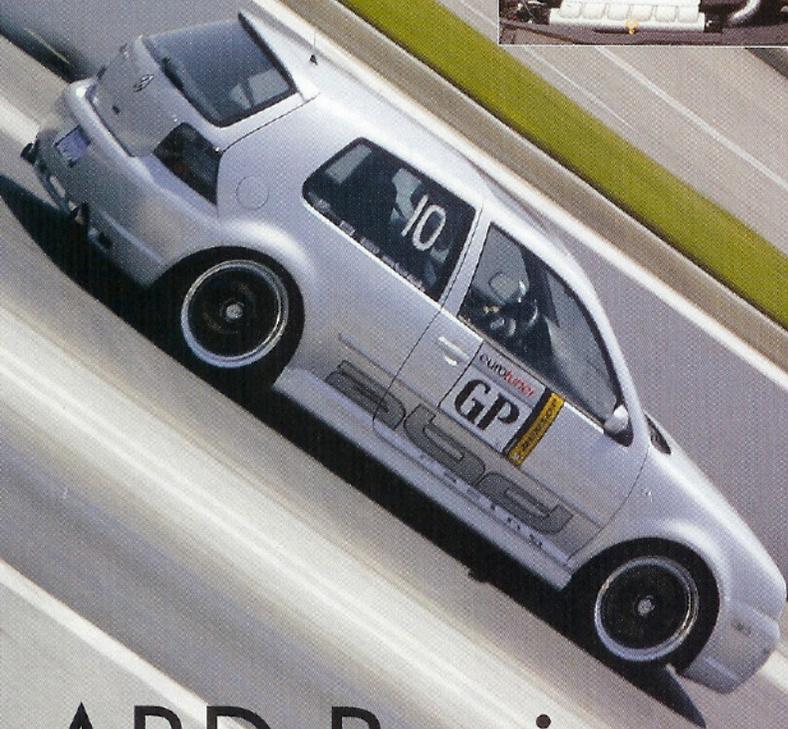
As such, Gary Semerdjian, the owner, brought out a car that best represented his company. It also happens to be the car he races in the SCCA ITS class, so the amount of motor mods the company could perform was hindered by class specs. The car was a black '92 VW Corrado SL C. This made it a record-setting year for Corrados in the etGP, as there were now two of them.

The primary focus of this car wasn't so much the engine as it was the suspension. The car, however, did have some motor modifications to liven it up at the top end of the rev range. The real beauty of this car is that nothing makes it stand out from any other Corrado you might see driving on the street, but under the skin lies a potential road course monster.

## Drag Race

When the 247-Parts.com car pulled to the staging lights, we were keen to see what it could do. The Corrado, which is built to ITS spec, isn't designed to run the quarter-mile, thus we had no clue what kind of numbers to expect. On the first quarter-mile attempt, the car clicked off a 15.207sec pass, then backed that up with an even sadder 15.948. As the day progressed, Gary got more comfortable with the track and the launch characteristics of the car, and at 2pm the car clicked off its fastest time of the day with a 14.698. This quarter-mile time ensured 247-Parts.com the title of the slowest car on the strip at the etGP. Just looking at the car, though, it's obviously built for the road course.





# ABD Racing

## '04 VW R32

**Driver:** Dave Anderson

**Horsepower:** 269.96hp

**Torque:** 221.88 lb-ft

**Quarter-Mile:** 13.855sec @ 100.28mph

**Contact Info:** ABD Racing, 909/351-9566, www.abdracing.com

**Engine:** 3.2-liter VR6, K&N intake, ABD Racing exhaust, VF Engineering V9F Vortech supercharger, GIAC chip

**Driveline:** VW 02M six-speed manual, ABD short-shift kit



**A**BD Racing decided to spice it up a bit this year by bringing out the newest addition to its fleet, an R32. This wasn't just any old R32 (if there is such a thing): ABD equipped the car with a VF Engineering Stage 1 supercharger kit. Of course, in ABD tradition, the car was silver. It didn't house any special exterior mods except a set of HRE wheels. Yet from the moment the car started, we knew it would pack some power. The growl of the 3.2-liter VR6 was enhanced by an exhaust system and the faint whine of a centrifugal charger.

With the Eibach coilover suspension, some meaty sway bars and all-wheel drive, you just knew this car was going to put up a fight against some of the quattros that were present. The car was far from being a nightmare to drive on the street, with peak boost only coming in at the top of the rev range. The car just screamed civility, but that wasn't the message it would soon send out.

## Dyno

As ABD backed the car out of its fancy new trailer at K&N, a crowd formed around it. For some it was the first glance of an R32. For others it was a chance to finally see what these factory monsters would really put to the street. Without a thought, the ABD crew

started the car and pulled over to the dyno.

The car was loaded onto the four-wheel dyno and strapped down. The rollers began to turn and the 3.2-liter VR6 came to life in a series of deep burbles that quickly turned into a howling roar as the supercharger built boost. The car wound its way up to 7,000rpm as it hit the rev limiter, then slowly settled back down as the rollers dragged the speed off the car. Twice more the same thing happened. When all was said and done, the car hit its best dyno run at 269.96hp to the ground. This car definitely had some hidden potential.

## Drag Race

Dave Anderson used to drag race back in the day, but we were unsure whether he still had the touch on the quarter-mile — it seems he does since he made his fastest pass of the day on his second run. Every run from there on was within a half second of the 13.855sec pass, and by 9:30am, Dave had decided to hold off making any more runs until 1:30pm, when he hit the dragstrip twice, made two slower passes and called it a day. Based on this, it's obvious that ABD's supercharged R32 was so driveable Dave could rip off a fast time in the car fresh out of the box and then back it up with similar runs.



# Achtuning

## '01 Audi RS4

**Driver:** Marc Kalaydjian  
**Horsepower:** 351.70hp  
**Torque:** 357.55 lb-ft  
**Quarter-Mile:** 12.319sec @ 113.13mph  
**Contact Info:** Achtuning, 877/7-ACHTUNING, [www.achtuning.com](http://www.achtuning.com)  
**Engine:** 2.8-liter twin-turbo V6, AMS ECU  
**Driveline:** six-speed manual

**I**f you've ever heard of Achtuning, you know they love the B5 Audi S4. What they love even more, however, is the RS4. Josh Decker, the owner of Achtuning, has been on the Audi scene for many years and has made quite a name for his company by upgrading the 2.7T motors to produce RS4-power output. He's adapted a number of RS4 parts to work with the 2.7T American version and has a beautiful S4 flagship that flaunts all of his goodies. We think he wanted to mix it up a bit, as he brought out an authentic RS4 Avant that was imported from Germany and is still being federalized.

The RS4 was a stock car, with the exception of an AMS chip and a sway bar, but it was an attention-grabber nonetheless. The Titanium silver paint and exaggerated fender extensions were absolutely beautiful. The car was equipped from the factory with the optional Sport Package, so it came with an uprated suspension and larger rear brakes. The stance was a bit more aggressive than your average S4's, and the motor's growl had a slightly different tone than we were accustomed to hearing.

## Dyno

As Josh started the car, most of the other participants wandered over to the dyno to

see what these mythical cars really produced. The RS4 probably drew a little too much attention, because when the time came to unlock the rollers and get some numbers, the car got loose. Now we aren't talking about "getting loose" in a good way. We are talking about watching your \$100K car come off the dyno at almost 100mph. It was nerve-wracking to say the least. All the straps were tight when the run started and none of them were broken when the smoke cleared afterward, so there must have been a problem with the way it was tied down.



The reason we mention all this is that when the two left wheels came off the dyno, the car threw a fit and dropped itself into some type of restricted map on the ECU. Sadly, we never got a full run on the dyno before it came off. We didn't realize this had happened, and the car dyno'd at significantly less than it had on previous days. Nobody thought anything about it. Later that evening, when Josh and Marc were looking the RS4 over at AMS, they decided to clear the ECU and dyno it again. According to Achtuning, the car picked up 40-plus horsepower at the wheels. But alas, the dyno competition was over.

## Drag Race

With the second-worst reaction time of the day (4.956sec), Achtuning's RS4 took home the title of the second-fastest trap speed of the day. Amazingly, Achtuning blasted down the dragstrip in 12.319sec in a largely stock car. As it turns out, the Audi RS4 is nothing to sneeze at, and while the beefy wagon isn't exactly designed to dominate the strip, it does prove itself as a worthy opponent wherever it goes. All morning the car was clicking off 12.4 and 12.5sec passes, with a 12.3 coming just after the lunch break. A couple of 12.6 passes followed within minutes, but before long the midday heat got the better of the car and it could do no better than a 12.9, so the Achtuning team called it a day.





# Avalon Motorsports

**T**here is something very seductive about the Audi S4. It could be its coveted twin turbos, or it could be its ever-increasing rarity. The thing that stands out to us, however, is that even if the car is a raging beast on the inside, the outside looks like a typical A4 to most onlookers. With this in mind, it isn't surprising that many S4 owners stay tame with the exterior of their cars and worry about the bite of the motor instead. Avalon Motorsports is no different.

Avalon's car wouldn't strike you as a 12sec car, not with its refinement. The loudest part of the car was the Nogaro Blue paint — well, that and the exhaust. The car sported an OEM RS4 front bumper, an E46 M3 trunk spoiler and a set of 19" iForged wheels. Those were the only exterior clues that this car had any modifications at all. Inside the engine bay, however, lived a modified 2.7T with twin RS4 K04 turbos waiting to be unleashed.

## Dyno

Zev Barnett, owner of Avalon Motorparts, drove the car to the event each day. This differed from most other participants, who

trailed their cars. When the time came for the dyno runs, Zev and Jeff Moss from Torque Factory simply got in the car, started it up and rolled it onto the dyno. Once the car was strapped down, they fired it up and let the motor get up to operating temperature. The dyno wheels unlocked and the rollers began to spin. Jeff was inside the car with his VAG-COM tool monitoring the car's operations. The S4 spooled up and before you knew it, it had hit the rev limiter and the inertia from the rollers was slowing it down. This happened three times in a row, and the car dropped only about 5hp each run, which isn't bad at all for a small-turbo, large-displacement engine on a 90-plus-degree day. Its best run fell just short of our dyno winner at 406.45hp and 402.41 lb-ft of torque.

## Drag Racing

Some people say the driver with the best reaction time will more than likely make one of the fastest passes of the day. It's ironic that that statement couldn't have been further from the truth at this year's etGR Avalon Motorsports, which made the winning pass of 12.174sec, did so with a 10.037sec reaction

## '02 Audi S4

**Driver:** Ari Mosisiglu  
**Horsepower:** 406.45hp  
**Torque:** 402.41 lb-ft  
**Quarter-Mile:** 12.174sec @ 115.71mph  
**Contact Info:** Avalon Motorsports, 303/400-3001, [www.avalonmotorsports.com](http://www.avalonmotorsports.com)  
**Engine:** 2.7-liter twin-turbo V6, K04 turbos, Bosch RS4 injectors, Evolution Motorsports S4 cold air intake, UUC Motorwerks Velocimax 3 ex-haust, Forge 007 diverter valves, GIAC chip, AWE Tuning MAF, Autospeed 3" downpipes  
**Driveline:** six-speed manual, Tanoga short-shift kit, RS4 clutch, RS4 shift lever

time. However, this was one of Avalon's fastest reaction times. The first 60 feet of the run, which went by in 1.732sec, looked violent. The car lifted, spun all four wheels and dived to the right. As soon as second gear was engaged, the car hooked up and sped to its 115.71mph trap speed. As the day progressed, the Avalon team tried icing the intake to pick up more speed, but constant running and the heat of the day overwhelmed the car, and by 3pm the S4 could do no better than a 13-flat.



# Bahn Brenner Motorsport



**T**his car needs no introduction. If you've been reading *et* and enjoy the "Old School" issue as much as we do, you'll know all about it. Bahn Brenner has been working on it yet again, and the company came well prepared for *et*GP04. With the 20v motor in place, everybody present (including some of our Corrado-loving staff members) was drooling over this car and waiting to see how it would do.

The car looks the same as it has for a few years, with the addition of some Mk2 G60 flares to fit the extra-wide Kodiak race wheels under the fenders. John Betz, the owner of Bahn Brenner, has been prepping it in anticipation of the event since last year. In 2004, the beast was housing a European-spec 1.8-liter 20v engine with a gianormous version of the Lysholm screw charger bolted to it. The exhaust was loud enough to literally blow your eardrums.

## Dyno

It started with the car being pushed out of the trailer, and John asking us if there were any noise restrictions. Less than a minute later the car fired up and we knew why he'd asked. This car set a record for the loudest car to ever compete in *et*GP beating its own

record from last year.

Once the car was strapped down, the motor was fired back up, and those of us who were smart inserted earplugs. John went through the gears slowly, and then came fourth. The car's low-rpm thumping quickly turned into a roar that earplugs were useless against. The car revved and revved, finally hitting a hard cutoff at around 8,000rpm. People stood and stared in either horror or awe, then clambered to see what this monster had put down — 317hp was a very respectable number.

## Drag Race

Bahn Brenner is by far the most haunted of all the competitors. Fresh off an oil delivery issue that took this Corrado (with a supercharged 16v motor) out of *et*GP03, the Bahn Brenner crew came prepared. Driver Ty Smyth blasted off the day's best reaction times, actually setting the reaction time record of the day in his first run with a 0.530. Just before lunch, Ty powered out a 13.101, a 13.099, a 13.123 and a 13.092, all with a reaction time no worse than a 0.684. Sadly, just past 1pm, the Corrado's transmission decided it had taken enough abuse and promptly broke (just after the car had set the record for the fastest front-wheel-drive car). The team headed to Kraftwerk for a new tranny in the hope of running the following day on the road course.

## '90 VW Corrado

**Driver:** Ty Smyth

**Horsepower:** 317.34hp

**Torque:** 252.19 lb-ft

**Quarter-Mile:** 13.092sec @ 109.48mph

**Contact Info:** Bahn Brenner Motorsport, 253/833-2299, [www.bahn-brenner.com](http://www.bahn-brenner.com)

**Engine:** Euro-spec 1.8-liter 20v I-4, Schrick cams, Ross pistons and rings, ARP fasteners, Pauter rods, Euro big-port head, BBM screw compressor, intake manifold and custom fuel rail, intake, throttle body, exhaust, header, cam gears, spark plug wires, blow-off valve, wastegate, intercooler, boost controller, copper head gasket and oil pan, Tech III ignition, Bosch 80-lb/hr injectors

**Driveline:** Peloquin LSD, BBM short shift and shift lever, Spec Stage III clutch, Drive Shaft Shop axles

**Tranny #1:** VW 02A Eurospec Sport six-speed manual

**Tranny #2:** Kraftwerk 02A six-speed manual with VW Motorsports gears





# Euro Sport Accessories

## '75 VW Rabbit

**Driver:** Raffi Kazanjian  
**Horsepower:** 161.92hp  
**Torque:** 134.89 lb-ft  
**Quarter-Mile:** 14.335sec @ 97.78mph  
**Contact Info:** Euro Sport Accessories, 800/783-3876, www.eurosportacc.com  
**Engine:** 1.8-liter 20v I4, Kent cams and adjustable power pulley, three-angle valve job, ported and polished head, Facet fuel pump, ITG Megaflow Race Filter intake, Euro Sport 2.25" race exhaust, 4-into-1 header, 8mm plug wires and baffled oil pan, Scirocco 16v ignition, Bosch spark plugs, Sk 45mm sidedraft carburetors  
**Driveline:** five-speed manual, Quaife LSD, Euro Sport short-shift kit and lightened flywheel, Sachs 16v clutch

If you remember our etGP coverage from last year, you'll recall Raffi Kazanjian, owner of Euro Sport Accessories, placing fourth in the road course event with only 125hp at the wheels. This year was no different for Raffi, only this time he had much higher-horsepower cars to compete against. Raffi brought out his infamous yellow Rabbit, as opposed to the moderately famous blue Golf. The Rabbit is a bare-bones race car and is prepped to run in SCCA club events. It is much more ferocious than it appears.

The beauty of this car is the suspension and powerplant. We'll get into the suspension in next month's etGP road race coverage, but

the motor is a work of art. Using a 16v Scirocco fuel system, Raffi managed to get a naturally aspirated 1.8-liter 20v to run sidedraft carbs. The car sounds stout and moves just as solidly. A brief look inside reveals that it means nothing but the most ill intentions to its competitors. With only a 'cage and a few seats to stare at, you get the distinct impression that the car is very purpose-built. Raffi said it best: "I built this car to show people that horsepower is not the only deciding factor in a race."

## Dyno

Raffi rolled his car off the trailer and fired it up to get the engine up to operating temperature. You could hear the faint whistle that only sidedraft carbs can make. The Mk1 sounded solid, and you could tell it was running at the top of its game. He rolled it into the crowded dyno room and popped the hood. It was at that point that you started hearing whispers about the carbureted motor, and the crowd around it became slightly larger. After the K&N guys had a little fun with Raffi about the ITG filter that sat on top of the carbs, they strapped it down to the dyno and unlocked the rollers.

Undershifting to fourth gear, the car remained pretty quiet, then the throttle cable moved and instantly the engine roared to life. It pulled solidly all the way to its 7,800rpm redline and then slowly died back down.

There were no words to describe the way this car sounded, just a crowd that sat in awe of the deep noises that came from under the hood. The car ran through the same procedure two more times, producing the most consistent numbers of the day. The horsepower and torque side of the charts never strayed more than 0.5hp or 0.12 lb-ft. Now that is an impressively consistent motor.

## Drag Race

Winning a drag competition against built all-wheel-drive cars with a '75 Rabbit is akin to a midget winning an Olympic hurdling event. Needless to say, Euro Sport's Rabbit came in second to last in our 1,320 battle. The amazing part was that the Rabbit made an impressive 14.335sec pass — as soon as the light flashed green, the car launched so solidly and confidently it amazed all who looked on. The time it ran would give a stock Mustang GT a significant run for its money on the streets. In fact, the time was good enough to beat the VR6 Corrado in the etGP by 0.363sec. Not too shabby for a 29-year-old car.





# Evosport

## '02 Mercedes-Benz C32

**Driver:** Gary Karamikian  
**Horsepower:** 410.53hp  
**Torque:** 411.71 lb-ft  
**Quarter-Mile:** 12.568sec @ 111.63mph  
**Contact Info:** Evosport, 714/901-3100, www.evospport.com  
**Engine:** 3.2-liter supercharged V6, Evosport Evolution IV+ boost kit, intake, catalytic converter, intercooler and spark plug wires, Supersprint header and exhaust, Power Chip ECU upgrade  
**Driveline:** five-speed automatic with AMG SpeedShift

This year, the crew at Evosport did something a little different. They were going to bring out an E46 M3 with their new supercharger kit, but time constraints meant they had to leave it at home. Instead, they brought their Mercedes C32. The car was rather tame from the outside and even had TV monitors in the headrest. In fact, it had an automatic transmission as well.

The car was, however, tucking some pretty wide meat in the rear and had a very aggressive stance. It was painted silver, and a quick glance inside screamed *pimp ride* all over. But that wasn't what the motor and suspension said, so we were slightly confused until the computer spewed out the power figures from its dyno runs.

## Dyno

The car started up and rolled right onto the dyno with a quiet purr from the motor. Once the car was strapped in place, the room cleared and the car began spinning the rollers. It was an interesting sight to watch because of the slush box. Each shift went smoothly and the car quietly slipped into its next gear — and then came fourth. The trick with an auto trans is to get it to accelerate quickly without downshifting into its half-gear mode. It's a tricky task, to say the least.

The Mercedes slowly rolled onto the throttle and proceeded to ramp up faster and faster until it hit redline. The car wasn't particularly loud, nor did it look like it had accomplished any high horsepower numbers. And yet, as the roller slowed to a stop the horsepower figures began to circulate among the group of tuners standing nearby. Amazingly, it had laid down a whopping 410.53hp. That was an impressive number and was large enough that the Evosport C32 claimed the dyno-day victory, with no more than a whisper. That's what happens when you underestimate a Mercedes. Point taken, and it won't happen again.

## Drag Race

Sadly, when we changed the rules in the morning to make all the runs count instead of

just the runs after lunch, somebody forgot to tell Evosport. It was our fault, and we apologize profusely for it. On the bright side, Evosport blasted out a significant 12.568sec pass early in the day, which was good enough for a third place finish in the quarter-mile. Since Evosport would've had to knock a lofty 0.249sec off its time to compete for second place, the crew wasn't too upset by the miscommunication. While Gary Karamikian was at the wheel of the C32, he had some fun in the burnout box, turning a tire warm-up into a 100mph smoke show. We even heard a rumor that the a/c was on when he did it. It kinda makes you want to buy a Merc, doesn't it?



# Momentum Motor Parts

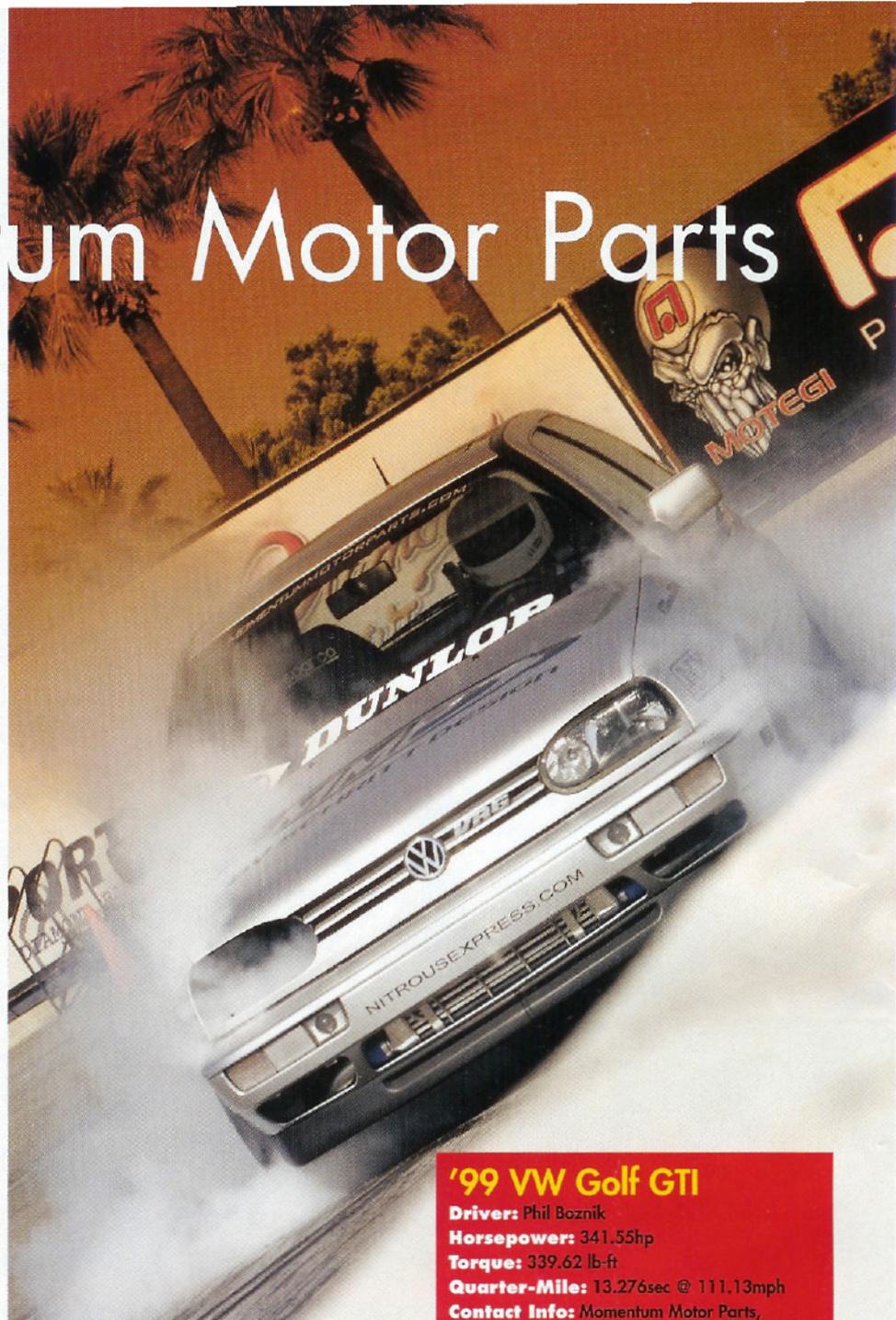
**W**e were a bit disappointed MMP didn't bring out Goldmember again this year — the Mk2 VR6 turbo that surprised everybody at etGP03. We'd heard rumors of them attempting to hit 700hp at the wheels with that car, so we had high hopes to say the least. MMP did, however, bring a car that was perhaps more of an all-around competitor. It was a mild-looking Mk3 GTI with a stout stance and meaty tires. The car was silver and donned a set of gunmetal OZ Superleggera wheels. The exterior was fairly stock, with the exception of a Euro VR6 lip on the front of the NA bumper and the grumble of an exhaust-equipped VR6.

The interior didn't suggest anything extraordinary lay beneath the hood; you might say it was a wolf in sheep's clothing. The motor, however, was a different story. Apparently, it had a stock bottom end, but the entire intake tract had been custom-designed by Mike Schritt, who was responsible for Goldmember and loads more of MMP's turbo VR6 cars.

## Dyno

As the car rolled onto the dyno, people began to gather round. The hood had been open all morning, so everybody was curious to see what power this thing would make. Mike is never one to disappoint and continues to amaze us with the motors he builds. We would call him an evil turbo genius, but he's Canadian so it may be against our Constitution.

Once the car was strapped in place, MMP tried to roll it slowly through the gears until fourth, but at one point it got on boost and we got a sneak peek of the chaos this car was about to create. As soon as the GTI was shifted into fourth, the throttle was completely depressed, and shortly after, the car began whooshing from the open-atmosphere wastegate. Not long after the car began accelerating, it also began to spin the wheels on the dyno.



## '99 VW Golf GTI

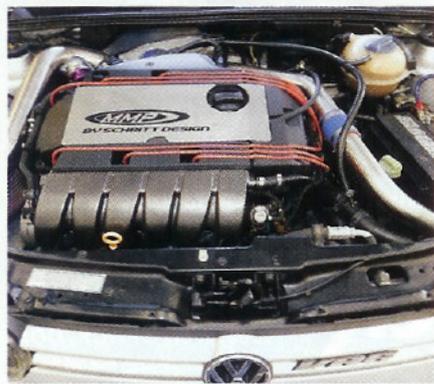
**Driver:** Phil Boznik  
**Horsepower:** 341.55hp  
**Torque:** 339.62 lb-ft  
**Quarter-Mile:** 13.276sec @ 111.13mph  
**Contact Info:** Momentum Motor Parts, 604/552-9701, [www.momentummotorparts.com](http://www.momentummotorparts.com)  
**Engine:** 2.8-liter VR6, MMP 8.5:1 stainless steel head gasket, G60 fuel injectors, extra CIS fuel pump, Schritt Design intake, 3" exhaust, MMP/Schritt Design downpipe and intercooler, MMP CTT timing control module, Turbonetics T04B turbo, GReddy Type S blow-off valve and Profec B Spec 2 boost controller, Tial 38mm wastegate, custom oil cooler, Nitrous Express N-tercooler sprayer, KCD engine mounts  
**Driveline:** 02J five-speed manual, Quaife LSD, Clutchnet six-puck clutch

It did this three times in a row, ending with a few guys clapping at the achievement. Not bad for a bunch of Canadians!

## Drag Race

Right out of the box, Phil Boznik and Momentum Motor Parts' GTI VR6 turbo posted impressive times — 13.276sec is nothing to sneeze at. Similar to last year, MMP brought out a VR6 turbo pushing serious power, and again it had no significant issues with the car. Whenever you run custom turbo setups on a motor not intended to house forced induction, running the motor hard in temperatures that exceed 90 degrees can spell disaster with a capital boom. But MMP never seems to be affected by this general rule. While the GTI

turned inconsistent times all day, more than likely due to the motor generating boost too fast for the street tires to cope, it appeared this car most definitely would have been capable of much more if the etGP rules had permitted the use of drag slicks.



# Stasis Engineering

**S**tasis Engineering came out to prove the same point that Euro Sport intended to prove with its Rabbit — to run amazing lap times with way less power than everybody else. In turn, Paul Lambert, owner of Stasis Engineering, brought his Speed World Challenge car — the same one he's racing in the current SWC series.

A quick look at the car and you'll understand why these things cost what they do. With a custom 'cage' but not much else inside, you begin to fear its capability. Consequently, the car drew a pretty large crowd for most of the day. The only answer we could get from Paul when we asked about motor-work was, "It's a race-prepped V6 motor," which left us wondering about the details. But this is a race car competing in a professional series, so why tell a bunch of magazine writers what's been done to it?

## Dyno

We were amazed at what this car put down on the dyno, especially considering the lap times it sets during the Speed World Challenge series. As the car rolled onto the dyno, the crowd again gathered to see what was going to happen. We say rolled onto the dyno, like it was an easy maneuver, but it wasn't. The car had a hell of a time getting positioned because of the clutch being uncooperative. Every time Paul jumped off the pedal, the car lunged forward about a foot. After a few minutes of positioning the car, the techs strapped it down and fired off three runs. It



managed a fairly tame number that was well below the max output the strict SWC rules dictate, but we all knew the car was a worthy competitor — low numbers or not. People shrugged at the horsepower numbers as though they were nothing, but they were in for a surprise before the end of the etGP

## Drag Race

Have you ever watched Speed World Challenge touring cars and wondered how those road course race cars would fare at the dragstrip? We got to find out when Stasis Engineering entered the etGP and brought its current race car. Surprisingly, the Audi did exceptionally well, pulling off a 13.639sec pass, making it the second-fastest naturally aspirated car at the event — missing the number-one spot by a measly 0.006sec and

### B5 Audi A4

**Driver:** Paul Lambert  
**Horsepower:** 200.42hp  
**Torque:** 175.57 lb-ft  
**Quarter-Mile:** 13.639sec @ 100.37mph  
**Contact Info:** Stasis Engineering, 888/9-STASIS, [www.stasisengineering.com](http://www.stasisengineering.com)  
**Engine:** 2.8-liter 12v V6, Stasis competition engine design, Motec engine management  
**Driveline:** Five-speed manual, Tilton dual-plate clutch, Stasis lightweight flywheel

running 60' times similar to those of the all-wheel-drive cars that were in the mid-12s. In the process of producing its fastest pass, the A4's ailing clutch spit out its last gasps of traction, aiding Paul's decision to park the car and swap the clutch before heading to the road course.





**TJM Motorsport is now the official US** importer of Dahlback Racing products from Sweden. As such, it was only fitting the company bring out an Audi A4 with a custom-built 1.8T from Hans himself. The car was fairly mild from the exterior, something that seemed to be a theme at this year's etGP, but what lurked under the hood brought all the attention. The motor was basically a full-race 1.8T with a grumble to match.

On the outside was a huge FMIC hanging out of the front bumper. The car sat on a set of BBS CH wheels and custom-valved Dahlback coilovers. The interior was stripped, and in place of the stock seats lived a set of Sparco Evos. With a slew of Auto Meter gauges strewn about the interior, the car appeared to have what is needed to make it go really fast, and nothing else. When the car owner/driver/co-owner of TJM Motorsport was asked what his mission was, the answer was simple: "It's time to whoop up on a few S4s."



# TJM Motorsport

## '00 Audi A4

**Driver:** Tim McLean  
**Horsepower:** 393.82hp  
**Torque:** 422.74 lb-ft  
**Quarter-Mile:** 12.634sec @ 109.00mph  
**Contact Info:** TJM Motorsport, 866/DAHLBACK, www.tjm-motorsport.com  
**Engine:** '04 model 1.8T I-4, custom BorgWarner KKK turbo, Dahlback Racing/Schrick cams and pistons, Dahlback Racing wastegate and blow-off valve, custom rings, crankshaft, valves, valve springs, retainers, intake manifold, fuel system, exhaust, downpipe, cam gears and oil pan, Bosch spark plugs  
**Driveline:** five-speed manual, Sachs double-disc racing clutch

## Dyno

Once on the rollers, the car short-shifted its way to fourth gear and the engine came to life. With undeniably quick pulls through fourth gear, three runs were knocked off in a matter of minutes. The car roared to the red-line and quickly settled back each time. The smell of 104 octane filled the air and the noises were music for any tuner. The car was just flat-out impressive.

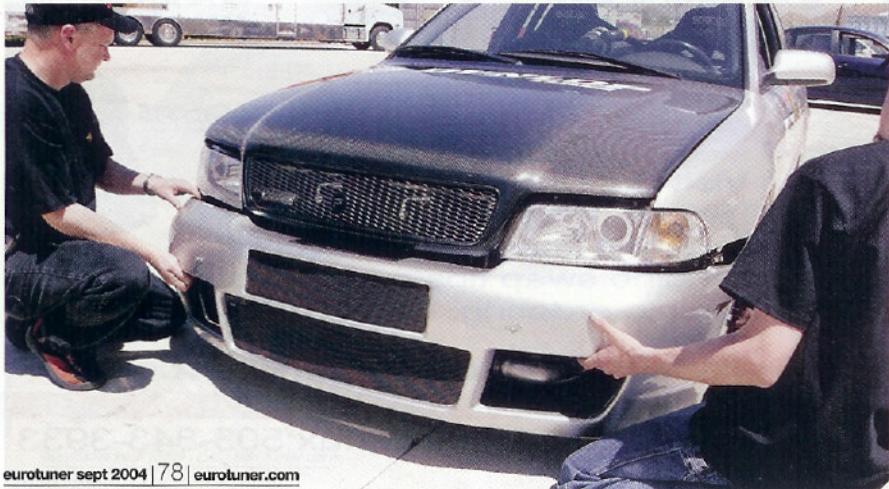
Hans Dahlback built the motor for TJM Motorsport as part of a push to introduce Dahlback Racing products to the US market. Most of the parts can be purchased through TJM Motorsport, and after watching the car perform, it had us searching for prices on



used A4 1.8Ts. Keep in mind when you read the numbers, the car is using a modified KKK-series turbo. With the runs done, the car rolled off the dyno with the third-best number of the day at 393.82hp.

## Drag Race

High-strung cars pushing the limits of what a motor should be able to produce never finish events. With this generalization in mind, we were surprised when TJM's 1.8T quattro not only held its own during the hot day at the strip but claimed the fourth fastest time of the day, trailing third place by only 0.066sec. This was impressive considering the car was down two cylinders and, in some cases, more than a liter of displacement over the top three positions. What was also impressive was Tim McLean's driving. Before etGP, the A4 hadn't been dyno-tuned or driven much, yet by his third run down the 1,320, Tim was clicking off 0.713sec reaction times and 12.7sec runs. While the ambient temperatures increased and more and more passes were made, TJM's car didn't seem to suffer badly from heat soak either, as the car clicked off consistent high-12 and low-13sec passes.



# WRD



## '99 VW GTI

**Driver:** John Gardner  
**Horsepower:** 223.5hp  
**Torque:** 207.78 lb-ft  
**Quarter-Mile:** 13.633sec @ 102.89mph  
**Contact Info:** WRD, 916/781-EURO, [www.wrdu.com](http://www.wrdu.com)  
**Engine:** 2.8-liter VR6 bored to three liters, Schrick 268 cams and intake manifold, Ross pistons, WRD Big Valve Head III and intake, Technics exhaust, OBX Racing header, Unichip ECU upgrade, ARP bolts  
**Driveline:** five-speed manual by Kraftswerk, Spec six-puck clutch, Driveshaft Shop axles

**T**his is John Gardner's (owner of WRD) first time running in etGP, and he came out to make an impression. With a race-prepped all-motor VR6 and a gutted shell, you knew he had a point to make. The GTI VR6 had a Rieger R-RX body kit and red headlights. Maybe it was a weird color combo, but once the motor was fired up you forgot about everything else.

The car sat on Enkei RPF1 wheels with slotted, stock-size rotors peering out from behind them. As John tells it, the car had been completely rebuilt for the event following a crash at a track not more than two weeks before. The interior was a web of bars welded into a 'cage', and the only piece of stock interior left was the dashboard.

## Dyno

With a turn of the key the car fired up, and everybody stopped what they were doing to see what was making all the racket. This car was loud and if it performed at all like it sounded, we were about to get a good show. Once it was strapped down and rolling, the crowd found their spots and plugged their ears.

After the third run, the VR6 settled down and the numbers were set. John had hit 223.5hp at the wheels. Impressive isn't the word for it; that's quite a feat with an all-motor VR. We're neglecting to mention it revs to 7,000 rpm so quickly you couldn't stop it from hitting the limiter at 7,200K. It just goes to show that with a bit more displacement

and a big valve head, 200-plus horsepower is possible with an all-motor VR6.

## Drag Race

John repeatedly showed off in the burnout box doing gratuitous first, second and third gear burnouts. While his 13.633sec quarter-mile pass may not look impressive in this field of cars, remember it was the fastest naturally aspirated car, beating the Stasis A4 quattro. WRD's VR6 monster also beat the supercharged R32, although WRD only dipped into the 13s twice all day, proving how tricky it was to get this high-output VR6 to hook up. We feel obligated to mention there were tire fitment issues that resulted in incorrect Dunlops being ordered. Because of this, WRD's gearing was adversely affected and the rear tires rubbed on the bumper (which we allowed WRD to remove). If the correct-diameter tires had been available, we're confident another tenth could have been shaved off the times — although it wouldn't have affected the battle for position.





# The Results



	Horsepower	Torque	Quarter-Mile	Engine
<b>247-Parts.com</b> '92 VW Corrado SLC	175.16hp	172.46 lb-ft	14.698sec @ 92.80mph	2.8-liter VR6, forged pistons, intake, exhaust
<b>ABD Racing</b> '04 VW R32	269.96hp	221.88 lb-ft	13.855sec @ 100.28mph	3.2-liter VR6, supercharger, intake, exhaust
<b>Achtuning</b> '01 Audi RS4	351.70hp	357.55 lb-ft	12.319sec @ 113.13mph	2.8-liter twin-turbo V6
<b>Avalon Motorsports</b> '02 Audi S4	406.45hp	402.41 lb-ft	12.174sec @ 115.71mph	2.7-liter twin-turbo V6, bigger turbos, intake, exhaust
<b>Bahn Brenner Motorsport</b> '90 VW Corrado	317.34hp	252.19 lb-ft	13.092sec @ 109.48mph	Euro-spec 1.8-liter 20v I-4, supercharger, forged internals, custom intake, custom exhaust
<b>Euro Sport Accessories</b> '75 VW Rabbit	161.92hp	134.89 lb-ft	14.335sec @ 97.78mph	1.8-liter 20v I-4, hybrid fuel system, cams, headwork, intake, exhaust
<b>Evosport</b> '02 Mercedes-Benz C32	410.53hp	411.71 lb-ft	12.568sec @ 111.63mph	3.2-liter supercharged V6, upgraded supercharger, intake, exhaust
<b>Momentum Motor Parts</b> '99 VW Golf GTI	341.55hp	339.62 lb-ft	13.276sec @ 111.13mph	2.8-liter VR6, turbocharged, custom fuel system, intake, exhaust
<b>Stasis Engineering</b> B5 Audi A4	200.42hp	175.57 lb-ft	13.639sec @ 100.37mph	2.8-liter 12v V6, race-prepped for Speed World Challenge touring car class
<b>TJM Motorsport</b> '00 Audi A4	393.82hp	422.74 lb-ft	12.634sec @ 109.00mph	1.8T I-4, forged internals, custom fuel setup, custom intake, custom exhaust
<b>WRD</b> '99 VW GTI	223.50hp	207.78 lb-ft	13.633sec @ 102.86mph	2.8-liter VR6 bored to three liters, cams, intake, exhaust

# ... And in Conclusion



## After the Dyno and Drag, It's on to the Road Course

**S**o, did the dyno and drag racing turn out how you expected? Did your favorites rise to the top, or did more expensive machines overpower them?

It's been pretty exciting up to now, with the action remaining fairly close during both days. The Evosport Mercedes C32 really set the tone for the first day when it hit 410hp at the wheels before most of the competitors had even arrived. We were shocked because it wasn't even the company's first choice. What would Evosport's starting lineup have looked like?

Never mind the speculation, the C32 was run close by the Avalon S4, which came within a few horsepower of winning. In turn, it wasn't far off of the TJM car (which was the best four-cylinder car of the day), and the Achtuning RS4 would have probably been up there, had it not been for the problems on the rollers.

Then there was a solid core of forced-induction cars in the midfield, with respectable figures circa 300hp. Momentum led with a very respectable 341hp, and Bahn Brenner's Corrado came in just behind.

The ABD supercharged R32 led off the next group of cars with 270hp. This is a respectable figure in its own right and exactly what the tuner expected, so that company was happy.

After that was the 200hp brigade — predominantly race cars that didn't expect to excel in this discipline.

On the dragstrip, it was a familiar story. The Evosport Benz again surprised everybody with a 12.57 quarter. Its nemesis was the TJM A4 that was just one tenth of a second behind, and the two cars slugged it out all day.

An early contender for top honors was the Achtuning RS4, which had a reset engine management system and recorded a rapid 12.3sec run. Its dominance lasted most of the morning, until Avalon Motorsports arrived. After several runs, the team removed some excess cargo, chilled the intake system

and set a blistering 12.17sec quarter.

Knocking on the door of the 12sec cars was Bahn Brenner's 13.092sec Corrado 1.8T. They were so close to breaking into the 12s the team could taste it, but sadly they eventually tasted transmission oil when the gearbox let go in an attempt to go 0.093sec faster.

Just behind was Momentum, with a Golf that sounded very strange as the crew experimented with boost settings to gain an advantage. After that, it was Stasis and WRD almost neck and neck, leaving Euro Sport and 247-Parts.com to bring up the rear.



We hate to tease you like this, but you really must buy next month's issue of *eurotuner*, because the fun isn't over yet. The dyno and drag racing were entertaining, but most teams were prepared for the road course. That was where some of the less powerful machines, such as the Euro Sport Rabbit, Stasis A4 and 247-Parts.com Corrado, were hoping to make up ground on the other competitors.

While outright horsepower and traction are useful assets on the dyno and dragstrip, it's a good suspension setup, strong brakes and not much weight that make the difference on the circuit.

In the meantime, we awarded our first trophies of the event. These were simply recognizing a good performance and encouraging the tuners to do well. As we said before, there were no winners or losers in the *etGP* because the cars weren't directly competing against one another. Yet despite this, we gave Evosport an award for the

best dyno run and Avalon the trophy for best time on the dragstrip.

So who would scoop the prize for the best lap time around Streets of Willow? Well, some of you possibly know the answer already, as word has spread around the web like a Californian brush fire, but we're keeping quiet. If you want full details on the day's events, with a complete listing of the best lap times, don't miss the October issue of *eurotuner*.

What made the road course more exciting was that we stuck to our guns and ignored the 105-degree air temperature. This meant the competitors would get about 90min of track time in which to dial in the driver and suspension settings. Then, after lunch, each team had four laps to impress us — a warm-up, two timed and a slow-down lap.

We don't want to give anything away, but the road course brought out both the best and the worst, with two cars expiring in the practice session and several cars coming through from the back to leapfrog some of the others.

There was everything to play for and most teams weren't taking any prisoners. Streets of Willow was a no-holds-barred, bare-knuckle fist fight in which there were a few knockout punches thrown. We recommend you hassle your local bookstore until you have the October issue safely in your possession.

We will also have the results of the reader's poll we ran on *eurotuner.com*, in which we invited visitors to vote for the car they considered to have the best chance of winning the overall *etGP* title (not that it was a competi... oh, you know). There are thousands of entries, so we're not sure how you voted right now, but there's an interesting spread of opinion.

Once again, thanks to Dunlop Tires and K&N for supporting *etGP04*. And you know what to do next, right? Go and get the October '04 *eurotuner*. Repeat after me, "Go and get *et* 10/04." There are no excuses. Enjoy.