

Battle of the QUATTROS

Does a 450bhp S3 have what it takes to beat a 425bhp TT RS?
We took them both to an airfield to find out...

Words: Millsy Photos: Phil Steinhardt

AT A GLANCE...

One of the new breed of Audi engines slightly tweaked, but unleashing some awesome potential already

Spec: 2.5ltr, 5-cylinder turbo, Revo Stage 2 map, Haldex Gen4 controller, H&R coilovers, 10x18in Team Dynamics Pro Race 1.3 alloys

Power: Was: 335bhp Now: 425bhp

Torque: Was: 332 lb/ft Now: 420 lb/ft

We like: Minimal tuning so far, but still an absolute beast with well over 400bhp

Jonny's TT may look stealthy but sounds mad



S3 vs TT RS

AT A GLANCE...

A no compromise S3 with the handling and power to give supercars a pasting

Spec: GT3076R turbo, RS4 injectors, ACR worked head, JE pistons, tubular manifold, Revo Stage 4 map, H&R coilovers, VW Racing 4-pot brakes, Recaro Pole Position seats

Power: Was: 261bhp Now: 450bhp

Torque: Was: 258 lb/ft Now: 420 lb/ft

We like: Brutal performance in a stylish car... that pretends to be a diesel!

Dan's head-turning S3 destroys supercars

Often when you sell a car, you wave it off with the new owner and never see either of them again. Sometimes this can be a blessing, especially if you 'forgot' to mention that specific issue that had you selling it in the first place. But at other times you may have wondered what became of your old car and thought it would have been good to have stayed in contact. That second scenario is what happened when Jonny C sold his Audi S3, but it went a little bit further than normal. The guy who owns it now, Dan Genegury was keen to expand on the tuning journey that Jonny had already started, and while Jonny may have moved into the exciting world of 2.5ltr, 5-cylinder Audi TT RS ownership via a Mk5 Golf GTI, Dan and the S3 weren't going to be left behind. The question is, how does the 2ltr S3 compare to the 2.5ltr 5-cylinder TT?

It's a tough act to follow for sure, as the TT RS is proving to be extremely responsive when it comes to tuning. Jonny hasn't even cracked the engine open yet but with simple steps like a straight through 3in exhaust (literally, not a silencer in sight!), modified airbox and a Revo Stage 2 map, the performance is impressive. Despite not being

Battle of the Quattros

dyno'd, the estimates by all involved are that at least 425bhp and 420 lb/ft have been achieved. In fact, these estimates err on the side of conservatism. The claimed 3.1sec dash to 60mph and 11.6sec quarter mile times would certainly point towards higher numbers too. But for Jonny, who races cars for a living (*jammy bugger!* – Dav), it's as much about the other parts of the car as it is the engine. "I learnt a lot with tuning my S3 and the Mk5 Golf GTI I had, which is why I went for the H&R coilovers straight away with this," he explains. "They're the perfect compromise for the road!" Driving prototype cars as part of his job too, it's a default mode for him to give feedback on aspects of performance and handling, and his own car didn't escape the analysis.

"Because of the Haldex, it's very much about understeer and trying to dial that out," continues Jonny. "I run a lot of rake towards the front and as much camber on the rear as on the front too". He already has the Haldex Generation 4 controller to allow for more aggressive launches, and the chassis has been tightened up with SuperPro bushes (see our



test on page 24), Vibratechnics engine mounts and H&R anti-roll bars to give the car much more honed performance on the road. It would seem that even at this early stage, Jonny's crafting an impressive driving machine, and is also using his racing experience to push onwards in other ways. "The brakes from the factory are pretty good," he reasons, "so I want to try uprated lines and fluid first to see if that works for me. Explore the

Above Standard power is almost doubled, and there's more to come

Below Two stunning Audis, which would you choose?

■ AUDI S3 ENGINE

The 2ltr TFSI engine in the Audi S3 comes with a healthy 261bhp, but that figure has almost doubled for the lump that's in Dan's car now. He estimates that with the strength of the internals, levels of boost running through the big turbo and the valve train capabilities, it should be closing in on 500bhp. He also points out there's a SEAT Cupra running the same engine in Denmark without as much head work, but with a valve train that will allow it to rev to 8500rpm that has a recorded 530bhp figure. Dan's clearly got the bit between his teeth when it comes to this S3, so with a new inlet manifold on the way and talks with Revo about an SPS controller, which will change the map according to the fuel he's running, there may be more to come from this engine yet. Race fuel, anyone?

"The handling has been improved by a healthy '200 percent!'"



2.5ltr
FIVE
Cylinder



■ **AUDI TT RS ENGINE**

The TT RS engine is a little bit special in standard form and sure to find itself transplanted into numerous VAG cars in the coming years. Jonny's done very little to the 2.5ltr, 5-cylinder, TFSI engine, simply adding a straight-through exhaust, a tweaked factory airbox and the Revo Stage 2 remap. The results are well over 400bhp and 400 lb/ft, so with talk of a larger turbo, uprated intercooler and built engine with a ported head, it's scary to think what Audi's new lump will achieve. This TT RS also sounds like nothing on earth! Jonny wanted it to be a bit lairy and the 5-cylinder TT is like a baby Group B car thanks to the straight through pipe.

"I want to explore the options so I don't waste money"



Battle of the Quattros



"I don't want to lose performance... but I want refinement too!"

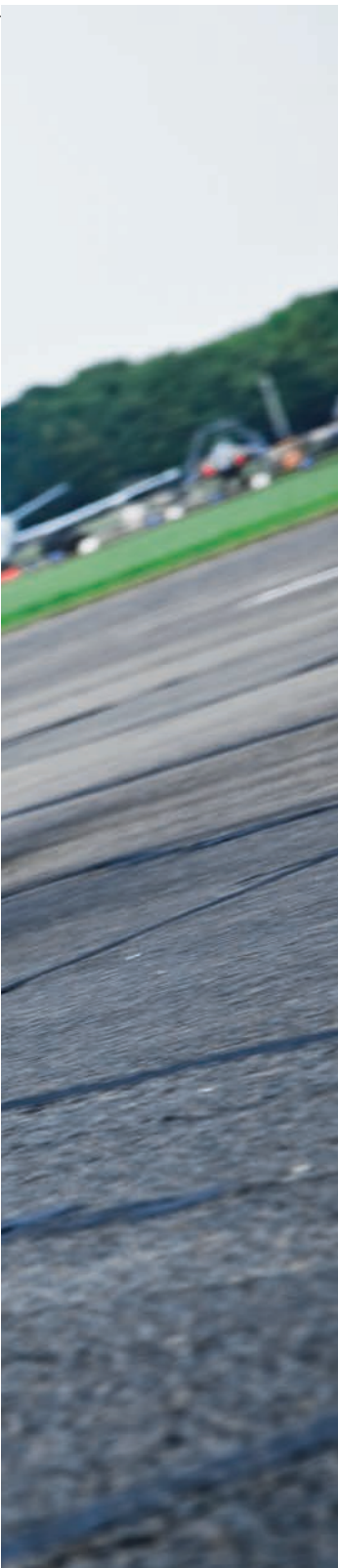
Name Jonny C **Age** 23 **Occupation** Racing driver **What plans do you have for the car** There's a clear plan for the year ahead! **Any clues** Well, the last thing will be the interior. It will be a GT3 RS kind of look, but with comfort...



Spec AUDI TT RS

- **Engine**
2.5ltr, 5-cylinder turbo, 3in totally straight through exhaust, reworked factory air box, Revo Stage 2 map
- **Transmission**
Haldex Gen4 controller
- **Suspension**
H&R coilovers, H&R anti-roll bars, SuperPro race bushes, Vibratechnics race engine mounts
- **Brakes**
Factory brakes (for now!)
- **Wheels**
10x18in Team Dynamics Pro Race 1.3 alloys, 265/35x18 Toyo R888 tyres
- **Exterior**
Black taillights and front fogs, dechromed grille, black mirrors
- **Interior**
Factory TT RS interior
- **Cheers to**
Revo 01327 301901, www.revotechnik.com





Above The TT RS looks just as aggressive from the rear as the front

Left Tow point says track. TDI badge says cheeky. Number plate says Dan

options so I don't waste money". It's a sensible approach and sure to turn his TT RS into an even more incredible proposition, but Dan reckons he could still be tempted back by his old white S3.

Jonny had already sold the S3 once and bought it back, only for it to drop a piston moments after putting his name on the V5 for the second time. At that point he had a new engine built by ACR, which included the JE 83mm pistons, ported, polished and skimmed head and a change of compression to 8.5:1. Mated to a GT28RS turbo (it now has a GT3076R), Tial 38mm wastegate and BSH

tubular manifold the stage was set for an awesome dose of power. Unfortunately, Jonny sold the car on before he really had a chance to run it in and explore just what it was capable of... but that's exactly what Dan's been doing ever since buying it. And he seems pretty happy with what he's found.

The car came with 19in MTM wheels and rock hard AST race suspension, which made for an interesting ride. The 19s had only been a temporary measure as Jonny was swapping wheels around with other cars at the time, but Dan liked the look so bought the car with them still attached. But the combination

was scary: the uncompromising suspension was incredible through smooth corners, but hit a pothole and it would either break your spine or skip you off into a hedge. And the 19in wheels clearly took the edge off the handling of the S3.

Replacing the set-up with lighter 8.5x18in Team Dynamics Pro Race 1.3 alloys wrapped in Toyo R888 rubber, and a set of H&R monotube coilovers and anti-roll bars, Dan claims the handling improved by a healthy "200 percent!" He also claims that the sticky R888 tyres were a revelation for him, giving that extra bit of confidence to make the most of the new set-up, although

Battle of the Quattros

he's now running T1-Rs, as the R888s have proven hard to come by. In fact, he claims he wouldn't want to push the kind of power he's running now without the suspension and some sticky rubber, which shows just how highly he rates the upgrades.

On the power front, having resolved issues with huge flat spots thanks to a replacement N75 valve and RS4 fuel pressure regulator, Dan's now boasting some groundbreaking numbers. The engine build, Supertech valve train and big turbo have been given the Revo treatment under their Stage 4 category for seriously worked on engines. The result is an estimated 450-500bhp, although Dan points out that Jonny built an Edition 30 Golf GTI to very similar spec but on the standard inlet manifold and made 475bhp.

Whatever the exact power figure, it'll be one of the UK's quickest S3s of this shape, with a recorded time of 3.6sec to 60mph on an imperfect



Right Team Dynamics alloys look spot-on tucked up on the Audi



surface and with a passenger. "The way the boost comes in," says the 25-year-old, "it spools quick and then kicks you in the back at 4000rpm, only just dying off at 8000rpm". With a more suitable inlet manifold on the way and running at higher boost than that GTI, Dan's future look even quicker.

There are a few other tricks to help him make good pace too, like the 'Wot Box' for flat-shifting and two-step launch control (which he didn't use for the 3.6sec run), the stripped-out back seats and the THS short-shifter. The transmission is mainly standard aside from the South Bend Stage 5 clutch and single

mass flywheel, but that set-up is still pretty vicious. "You couldn't use it for daily driving with that single mass flywheel," admits Dan. "You have to really give it some or play with the accelerator. A dual mass flywheel may be more useful, but this is the perfect set-up for this car."

He goes on to point out that the gearbox may need strengthening in the future, but with six gears he's still managed to see an average of 43mpg when driving at a steady 60mph. That doesn't happen too often though, judging by the stories he offers about duels with a Lamborghini LP650, Porsche 997 Turbo and V10 RS6. In fact, Dan

"Ask them if they've ever been head to head to find out which car is quicker and... well..."





"It was misfiring recently, but I still annihilated a Ferrari F430!"

Name Dan Genegury **Age** 25 **Occupation** Offshore contractor **What's the best thing about your car** It's just a supercar eater for half the price! **And the TDI badge** Well, that's just a bit of fun, although it's getting a name for itself as "that fast TDI"!



Battle of the Quattros



and his S3 have accidentally become quite well known in his part of the North East, the flame-spitting, wastegate screaming, TDI-badged Audi putting on enough of a show to establish itself as something of a local legend.

But the question remains: whose car comes out on top between Jonny's and Dan's? There's no denying the style of the stealthy black TT RS, nor can the potential of that stunning engine be underestimated. With a driver who'll continue to get the most out of the chassis coupled to his desire to keep

some comfort, the TT RS may yet prove to be an even more stunning road car. Meanwhile the S3 has that raw edge and brutal performance to get you smiling every time you turn the key. It's a true entertainer and is pushing the boundaries of 2ltr TFSI tuning. So ask either driver if they're happy with their own creations and you won't hear any grumbling.

Going purely on claimed 0-60 and 1/4 mile times, then the TT RS is the winner – but not by much. But as a highly capable and fun track car, for us at least, the S3 just nicks it in the battle of the Quattros. **Redline**

Right Dan's Audi is one of the most powerful S3's in the UK



Spec Audi S3

■ Engine

2ltr TFSI, GT3076R turbo, RS4 injectors, ported, polished and skimmed head by ACR, Supertech valve train, forged rods, JE 83mm pistons, 8.5:1 compression, 38mm Tial wastegate, BSH tubular manifold, Forge catch can, full custom ITG intake, Revo Stage 4 remap, full custom 3in straight through exhaust, Forge supersize DV and pipework, THS intercooler

■ Transmission

South Bend Stage 5 clutch, single mass flywheel, THS short shifter

■ Suspension

H&R monotube coilovers, H&R uprated anti-roll bars

■ Brakes

VW Racing 4-pot calipers with 365mm discs, Project Mu pads

■ Wheels & Tyres

8.5x18in Team Dynamics Pro Race 1.3 alloys finished in matte black, fitted with 225/40x18 Toyo R1R tyres (Toyo R888 for track)

■ Exterior

Carbon effect vinyl wrapped bonnet, roof, spoiler, pillars and door mirrors

■ Interior

Recaro Pole Position leather and Alcantara seats, rear seats and air con removed, lightweight wood rear floor wrapped in acoustic material, custom pillar brace and R26.R cargo net

■ Cheers to

THS for the short shifter and intercooler www.thsperformance.co.uk, Alex at Chameleon Auto Graphics for bonnet, roof and spoiler www.chameleonautographics.com, Mike from The Polishing Company for detailing the car and a big thanks to Revo 01327 301901 www.revotechnik.com for being absolutely amazing, also thanks to everyone on www.vagoc.co.uk

Below S3 is set up for serious performance on road and track

