





# TEUTONIC MISSILE



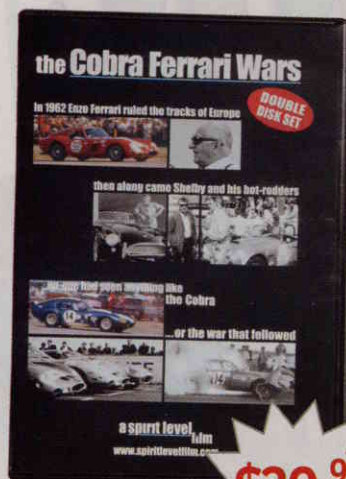
**Autotech gives the new  
Volkswagen GTI some  
needed attitude**



BY DAN BARNES  
PHOTOS BY STEVE DEMMITT



# COBRA VS. FERRARI DVD



**\$39.<sup>95</sup>**

ADD \$7.00 P&H  
(\$10.00 CANADA)  
CODE #RTCVF

Cobra vs. Ferrari is a double DVD recounting how Carroll Shelby and his hot-rodders took on the all-powerful Ferraris in racing. This well-written and edited story contains plenty of interviews with many of the people involved in the legendary "car wars"; including Shelby, Dan Gurney, Bob Bondurant and Pete Brock. The vintage footage coupled with the interviews really captures the excitement of the period as well as providing interesting details and insights.

The second disc contains deleted scenes, a transcript of the Shelby interview, photos and specifications on the Ferrari GTO, the 250SWB, the Cobra 289, 427 and Daytona Coupe.

## ROAD&TRACK

Dept. N, P.O. Box 1757  
Newport Beach, CA 92660  
Allow 3 to 4 weeks for delivery.



**TOLL FREE: 800-914-5656**

**FAX: 949-722-1052**

**HTTP: SHOP.ROADANDTRACK.COM**



Volkswagens have been a way of life for performance enthusiasts since a time when saying "Honda Nation" would have caused people to look at you like you had three heads, then figure out that you were some kind of Japanese nationalist. While many Honda guys are growing up and moving on to Lexus and BMWs, Volkswagen guys just buy another GTI and start modding it before they get it home. That hardcore devotion has been inspired by tuners like Autotech Sport Tuning, which has focused on quality performance enhancements for Volkswagens and Audis for more than 20 years.

British car magazines have been say-

ing great things about the new GTI, reassuring us that Volkswagen has relocated the original handling formula that was synonymous with the badge. We drove it ourselves and liked it (see "Fresh Rides"). Granted, the GTI isn't all new to the U.S. market, as we've seen its basic chassis and engine in the Audi A3 and Jetta GLI, but style means a lot and the GTI has a more fun personality than both those cars. It didn't surprise us that, at a time when Volkswagen of America still refused to talk about the new GTI's arrival stateside, Autotech had already imported a car from Germany and used it to develop and test new performance parts.



Sparco shell seats and stylish body kit make the new GTI look race-ready.





## AUTOTECH SAYS...MISCELLANEOUS ITEMS WERE REMOVED FOR A WEIGHT SAVINGS OF ABOUT 100 LB.

Driving Autotech's GTI, it's clear where the work has been done. The APR software has its usual good driveability. The cold-air intake makes familiar whooshing noises when the flow rises or the bypass valve opens. This is a first-draft prototype, and the sound qualities are still being improved. The exhaust system is louder than any factory Volkswagen system, but the turbo keeps it from being by any means objectionable, and its 3-in. diameter will provide a solid foundation for those looking to do more serious upgrades.

Interestingly, while direct injection theoretically buys more efficient cylinder filling and quite a bit of detonation resistance, providing substantial performance benefits, aftermarket tuners still aren't sure what the fuel flow (and thus horsepower) capabilities of the FSI fuel system

are. It will be a long time before you can simply throw in a bigger fuel pump and injectors, as is easily done with most conventional systems.

One thing that hasn't changed is the breathing of the little turbo Volkswagen put on this engine. Just like the outgoing 1.8T, this car's torque curve, in both stock and tuned states, plateaus as soon as the turbo can make full boost, holding more or less constant torque until about 4500 rpm, where it tapers off and horsepower stays roughly constant until about 6500 rpm. Peak vs. peak, this tuned version puts 47 lb.-ft. more torque to the ground than it did stock, and 33 more bhp. The difference can definitely be felt.

At the drag strip, the GTI crossed the quarter mile in 14.2 sec. at 103.0 mph. While a 14-sec. pass is not terribly impressive (only 0.7 sec. quicker than ar-

**CONTACT:**  
Autotech Sport  
Tuning  
(949) 240-4000  
[www.autotech.com](http://www.autotech.com)



## BOLT ON A BORLA®

- Patented design increases exhaust flow for **MORE POWER** or **FUEL ECONOMY**.
- Easy bolt-on installation.
- Race-bred technology for your street machine, from the originators of performance stainless exhaust.
- The exhaust of choice for Ford, Mopar, Saleen, Roush, Steeda to name a few.
- Aircraft-quality T-304 stainless steel (superior to T-409). Won't rust or crack — we guarantee it for a **MILLION MILES!**
- Tuned for maximum performance with any aftermarket upgrade.



## BORLA®

"The World's Most Winning Exhaust"

877 GO BORLA • [www.borla.com](http://www.borla.com)

Send \$4 for catalog: 5901 Edison Dr., Dept. SP286 Oxnard, CA 93033

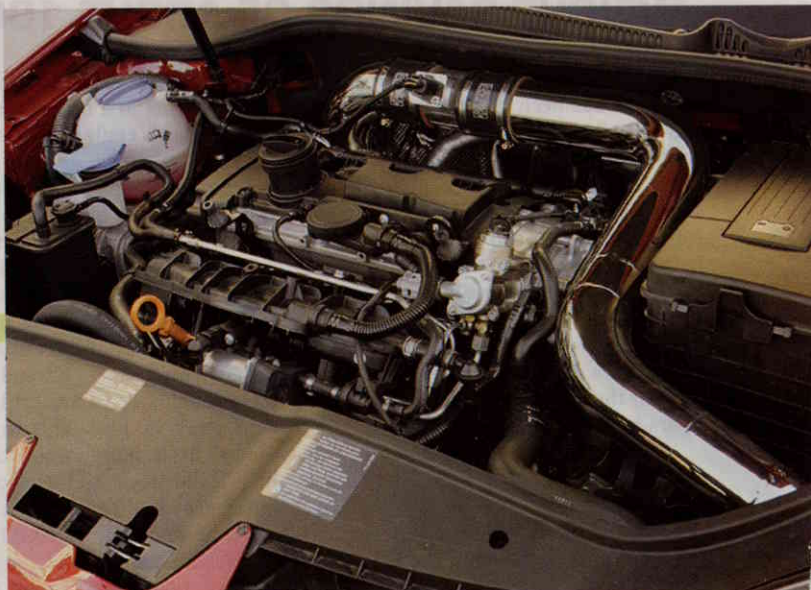
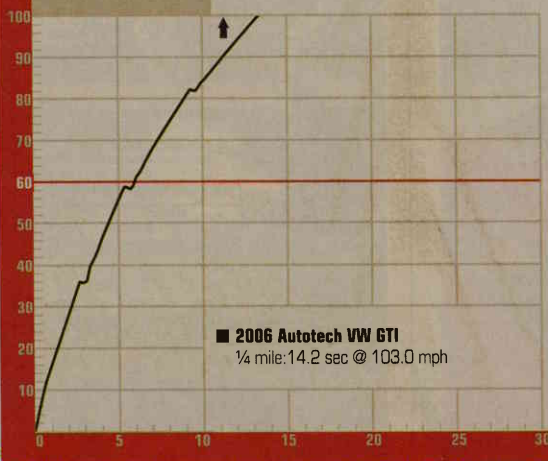


## PEAK VS. PEAK, THIS TUNED VERSION PUTS 47 LB.-FT. MORE TORQUE TO THE GROUND

### AUTOTECH SPORT TUNING VOLKSWAGEN GTI 2.0T

ENGINE	<b>Type:</b>	inline-4, turbocharged
	<b>Internal Modifications:</b>	none
	<b>External Modifications:</b>	Autotech cold air intake and 3-in. T321 stainless steel exhaust system
	<b>Engine Management:</b>	APR Stage 1 software for Bosch ME9
	<b>Horsepower (SAE)*:</b>	212 bhp @ 5650 rpm
	<b>Torque:</b>	243 lb.-ft. @ 3470 rpm
	<b>Redline:</b>	6630 rpm
	<b>Layout:</b>	front engine/front-wheel drive
	<b>Wheels:</b>	BBS RS-GT RS960 Diamond Silver; 19 x 8.5-in., +51 mm et
	<b>Tires:</b>	Yokohama Parada Spec-2 225/35ZR19 88Y RF
CHASSIS AND BODY	<b>Suspension: F &amp; R</b>	Autotech ClubSport Suspension Kit, Autotech adjustable anti-roll bar end links
	<b>F discs/calipers:</b>	Autotech/AP Racing brake conversion; 6-piston fixed calipers, 14.3 x 1.3-in. (362 x 32-mm) vented two-piece discs, Ferodo DS250 pads, braided stainless brake lines
	<b>R discs/calipers:</b>	Autotech/AP Racing brake conversion; 12.2 x 1.0-in. (310 x 25-mm) vented two- piece discs, Ferodo DS250 pads, braided stainless brake lines
	<b>Braking Aids:</b>	ABS, EBD
	<b>Drivetrain Modifications:</b>	none
BRAKES	<b>Other Modifications:</b>	Zender front bumper and grille, rear valance and side skirts; Sparco Evo seats, Schroth Profi-III 6-point harnesses, miscellaneous items removed for est. 100 lb. weight reduction

**0-60 mph:** 5.9 sec  
**0-1320 ft (1/4 mile):** 14.2 sec. @ 103.0 mph  
**Braking 60, 80 mph:** 119 ft, 217 ft  
**200-ft skid lat. accel:** 0.86g w/mild understeer  
**700-ft slalom speed:** 68.4 mph w/neutrality  
 \*measured at wheels



chive numbers for an Audi A3 2.0T), a 103-mph trap speed usually accompanies an E.T. comfortably in the 13-sec. range. This GTI's traction-limited launch doesn't do justice to the power under the hood and the quick-shifting tranny.

BBS provided a set of its RS-GT two-piece, forged wheels, a new part number developed just for the MkV Volkswagen. They measure 19 x 8.5 in., with a super-high 51-mm offset and the 5 x 112-mm bolt pattern shared with Audi. Finished in Diamond Silver, Autotech tells us these were the first set to leave BBS' hands and were air freighted from the forging plant in Japan. The GTI is shod with 225/35YR19 Yokohama Parada Spec-2 tires, which aren't the stickiest around, but do provide good everyday performance, good looks and long life.

Autotech is still working with its supplier on the exact specification of the tuned spring and damper suspension system, but this is a few iterations into the process and is very close to what the final ClubSport Suspension will be. Adjustable anti-roll bar end links slightly enhance the effectiveness of the stock bars, as well. Driving around Autotech's headquarters and over a nearby road well-known for its rewarding driving, this GTI provided crisp corner entry with minimal body roll. If it was my car, I would prefer a little more bump travel, though. On the test track, the GTI was let down by tire selection, as it rounded the skidpad at 0.86g and carved through the slalom cones at a respectable 68.4 mph.

Autotech assembled a big brake



VW's turbo-charged inline-4's output has been increased by 33 bhp and 47 lb.-ft. of torque. BBS forged wheels are unique to this car.





kit using AP Racing 6-piston calipers and 14.2-in. two-piece discs in front with 12.2-in. two-piece discs and calipers from another VWAG car in the rear. Somewhat predictably, the system could use a little bigger master cylinder to go with all those caliper pistons. The low pedal effort required is easily adapted to after a few unintended decelerations, though. There is vastly more braking capacity than the tires can support, meaning ABS is engaged with moderate stopping effort.

In spite of these observations, the GTI stopped in just 119 ft. from 60 mph and 217 ft. from 80, substantially shorter than any stock Audi A3 or Jetta 2.5 *Road & Track* has tested, and there is sufficient heat capacity in these brakes to charge down the steepest canyon road indefinitely. Furthermore, the system fills up a 19-in. wheel *really* nicely. The brake system is still in development and Autotech can't yet say how representative of the final product it will be, but it's certainly getting close.

Whether it's a lime-green Rabbit with old-school wheels or a smoothed and shaved widebody Jetta, aesthetics are an integral part of the Volkswagen scene. Autotech has been the exclusive U.S. distributor of Zender for many years, so it would have been surprising if it hadn't installed Zender's front bumper and grille, rear valance and side skirts, just to set this GTI apart from all the others...when they get here. The stock seats were yanked in favor of Sparco EVO competition buckets, and Schroth Profi-III 6-point harnesses were added. Autotech says other miscellaneous items were removed for a total weight savings of about 100 lb.

While this GTI still has a few minor rough edges, it is a work in progress and we have little doubt Autotech will smooth them in time. American enthusiasts have had several years to look forward to the availability of the fifth GTI. Before a U.S.-spec car has even been shown, Autotech has already made the effort to be first developing products for it, showing admirable commitment to its chosen brand. **S**

Expect to see more tweaks by Autotech for the VW GTI. We expect even more power and better handling performance.



## NEW TIN TOYS



**SIR IAN BLUEBIRD  
LAND SPEED CAR**

Code#RTBLSC

\$15.50 plus \$4.50 postage & handling

Inspired by the land speed record cars of the 1930's, this classic wind-up car features a hand-painted driver and is a limited numbered edition sold with Certificate. 11" long.



**LIONEL  
STREAMLINE TRAIN**

Code#RTLST

\$15.50 plus \$4.50 postage & handling

When this train came to town, everyone for miles around would wait for hours to see the latest in high technology. The Lionel Streamliners were the ultimate in design and elegance. This three car wind up train will run across the floor or will race along on a standard wooden track.

**TO ORDER ONLINE:** [shop.roadandtrack.com](http://shop.roadandtrack.com)

**TO ORDER BY PHONE:** 1-800-914-5656 (toll free) or 1-949-720-5327

**TO ORDER BY FAX:** 1-949-722-1052

**TO ORDER BY MAIL:** Send check/money order to Dept. N, P.O. Box 1757, Newport Beach, CA 92658

\* Additional p&h charges on all orders outside U.S. (Canadian orders add \$6.00).

\* Allow 3 to 4 weeks for delivery.

**Tin Toys Also Available**

Lionel Zeppelin Code#RTLZS

Vintage Motorcycle Code#RTMS433

**ROAD & TRACK**