

PROJECT M3 HITS THE DYNO TO TEST LATEST POWER-ADDERS

# eurotuner

# SHOOT OUT

**8 TOP TUNERS**  
GO HEAD-TO-HEAD ON DYNO,  
DRAG STRIP & ROAD COURSE



**FULL RESULTS  
INSIDE**



**TUNER GP HIGHLIGHTS:**  
MOST POWERFUL DYNO EVER  
VW vs AUDI vs BMW

**DIESEL REVOLUTION:**  
DRIVING THE JETTA TDI  
& BMW 335d

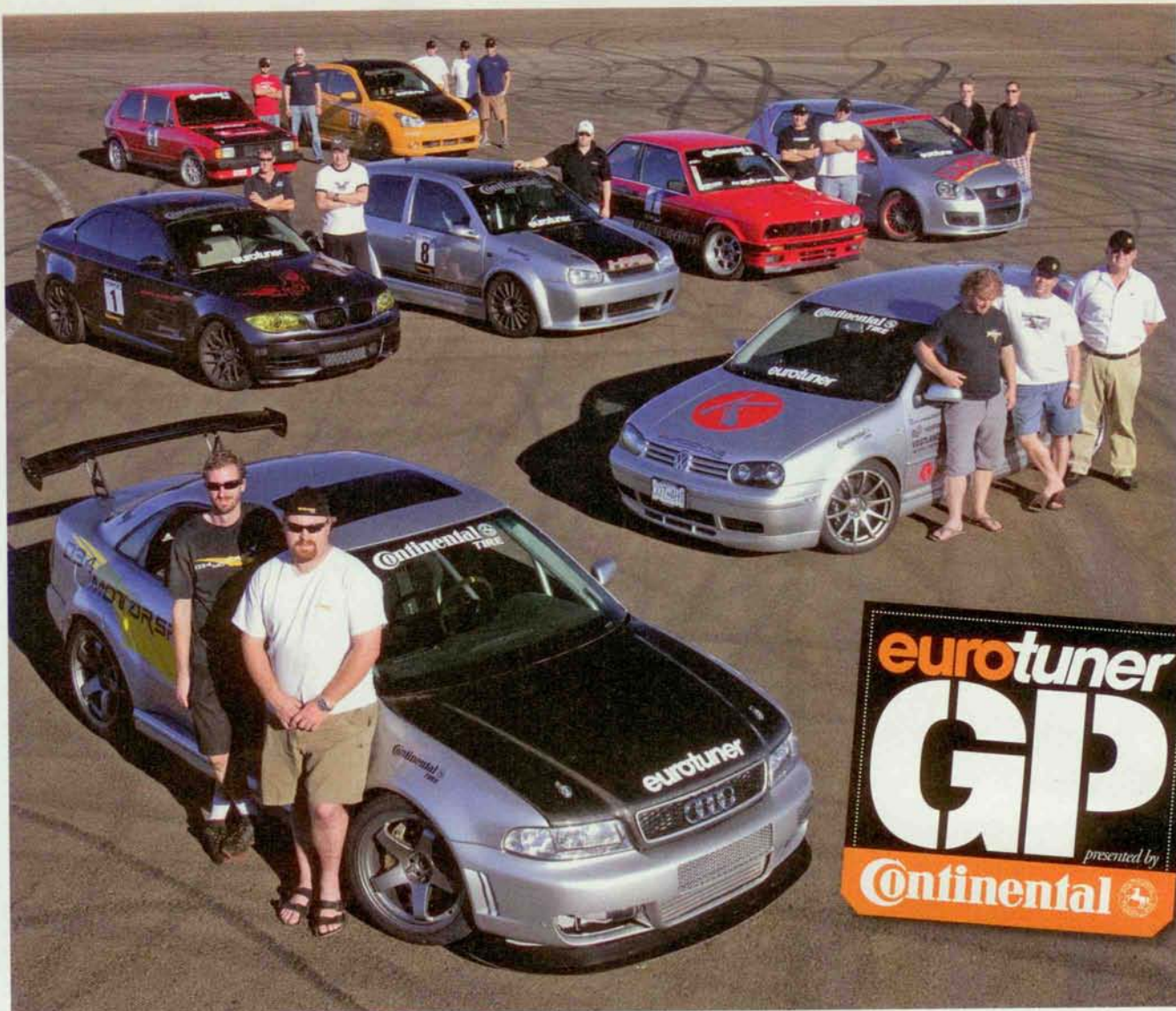
**FEATURE CARS:**  
700HP VW GTI VR6 TURBO  
DAILY-DRIVEN BMW 325i  
2007 VW JETTA GLI

95.99 • JANUARY 2009 • WWW.EUROTUNER.COM



A SOURCE INTERLINK MEDIA PUBLICATION





# etGP '08 TUNER GRAND PRIX

**EIGHT CARS FROM SOME OF THE BEST TUNERS BATTLE IT OUT ON THE DYNO, DRAG STRIP AND ROAD COURSE IN THE ANNUAL eurotuner GP.**

**WORDS & PHOTOS**  
GREG EMMERSON,  
SAM DU

**E**very year we invite a select group of the country's best tuners to compete in our annual Tuner GP. It's a chance for them to show you exactly what their cars are capable of. And by competing on the dyno and drag strip, you get a good idea of how much power their engines are producing. And on the road course you get to see what sort of package the tuners can put together.

We also separate the tuners into front-, rear- and all-wheel drive classes so you can compare each configuration. And by the end of the three-day event, you should have a pretty good idea of which package delivers the best all-round performance.

The 2008 *eurotuner* magazine Tuner Grand Prix (etGP08, as it's affectionately known) proved to be the most surprising in its six-year history, with breakdowns and no-shows giving us some unexpected winners.

For starters, this is the first time we've had RWD BMWs competing since the inaugural event. It's also only the second time Stasis Engineering hasn't won the track day and the second time an Audi hasn't taken overall honors. So be prepared to see some new faces going for gold.

So after the long wait, it's time to settle down with a coffee and enjoy the next 16 pages of the Tuner Grand Prix.





Finally RWD was back in etGP and we enjoyed some celebratory burnouts!



WRD finally made its Mk5 GTI look good and run fast



If there was a prize for best toys, Bahn Brenner won hands down

## The GP

As you probably know, the GP isn't so much a competition as a battle for honor and respect. It's our opportunity to scrutinize specific products and packages to see if they meet the tuner's claims. So don't imagine the fastest and most powerful car always wins. Yes, the team with the highest numbers has something to brag about, but that's never the whole story.

The GP isn't a head-to-head competition because many of the cars we invite can't be directly compared. Instead it's a tool for measuring the relative performance of various tuning options, where you can examine what the

tuners are capable of on specific platforms.

Basically, etGP is a shop window where you can browse the various tuning conversions under the harshest conditions possible and draw your own conclusions about what will work for you and your car.

## The Format

etGP is a test of speed, power and poise. We scrutinize the cars on the dyno for outright horsepower, the drag strip to reinforce those numbers, and the road course to see how the tuner's package of engine, brakes, suspension and tires perform under the sustained pressure.

This year we split the competitors into front-, rear- and all-wheel drive classes. It gave us the opportunity to reward the fastest cars with their own class wins because we can't imagine the day a GTI will ever beat an S4 on the dyno or strip; especially when you see the horsepower the Audis are now delivering!

Like every etGP the rule is there are no rules (except no nitrous injection into the engine). And because we saw several teams had a big advantage through tire choice in previous years, we again decided to level the playing field by supplying all the teams with Continental's ContiSportContact 3 tires. It's a great high-performance tire that stood up surprisingly well to the drag and track abuse (see sidebar).

The ContiSportContact 3 certainly provided a high level of grip and we want to thank Continental for its support of etGP because without them, GP wouldn't happen!

On the GT Pro dyno day, teams are allowed three pulls and can tune in between runs, so we always expect high numbers and are almost never disappointed.

The drag strip at the California Speedway is unrestricted in the number of runs a competitor can take. However, the speed of the cars caught the track officials by surprise and we were forced to run the 1/8th mile this year.

This decision undoubtedly worked against some of the more powerful FWD cars that were wheelspinning for almost the entire 1/8th mile, but everybody seemed to be enjoying the opportunity to search for traction.

Finally, the road course at Streets of Willow always provides the ultimate test of man and machine. This is the event every team wants to win and is the real indicator of overall car preparation. If you cut corners during the build, this is where we'll find out!

This is also where the gum-slapping stops and the boys sit down so the men can stand up. It's the highlight of etGP and this year the competition was closer than ever.

## Video

If you enjoy etGP, don't forget to check out the video footage at [www.eurotuner.com](http://www.eurotuner.com)

You can find the latest etGP08 videos and team interviews, as well as footage from etGP07 under the "Videos" tab on the homepage. You'll find action from the track, dyno and drag strip crammed into some slickly edited videos.

What's more, Continental Tires had its own film crew there as well, and you'll find even more video from etGP08 at [www.continentaltire.com](http://www.continentaltire.com)



## Control Tires Continental ContiSportContact 3

We've had the opportunity to test the ContiSportContact 3 on many occasions yet each time we're surprised at what it's capable of. In fact, this tire is almost as fast in the wet as it is in the dry, thanks to Conti's legendary wet weather expertise.

The ContiSportContact 3 was designed to meet the demands of powerful performance cars by providing shorter stopping distances, increased cornering grip and greater stability. However, these tires are used by several OEMs so also have to provide good mileage, low noise and rolling resistance. As such, they represent a great choice for both wet and dry use on your modified Euro. Yet they're more than capable of withstanding tremendous abuse under the harshest of conditions, as dished out in our Tuner GP.

As a testament to their predictable nature, none of the competitors spun on the road course through problems of grip. The only cars that went off the track suffered mechanical problems. The stability of the tires meant teams could push the ContiSportContact 3 very hard and know how they would respond.

Similarly on the drag strip, all but the most powerful FWD teams (that would struggle for grip no matter what tires were used) found plenty of traction off the line. They were able to improve their times throughout the session despite the heat of the day and repeated runs.





Disappointed by last year's second-place, 034Motorsport stomped the competition with 807.11whp from its A4 VR6T



eurotuner  
**GP**  
presented by  
Continental

GT PRO

# DYNO COMPETITION

**W**hen a tuner brags about horsepower numbers, it's not uncommon for those numbers to be unrepeatable. Was the car tested properly? Were the numbers fudged? Many different factors mean it can be impossible to replicate the tuners claims. However, we set out to discover the truth about our eight brave *etGP* contestants based on our own independent dyno tests.

Once again, we sought the expertise of GT Pro Performance Tuning in Fullerton, CA since the tuner possesses a respected Dynojet 424X dyno capable of measuring up to 1500hp and 200mph.

The rules for the dyno competition are very simple. Each tuner is given three opportunities to record the best horsepower figure in a 45-minute session. You don't have to use all three runs and you can pause between pulls to cool the car or tamper with the tuning. Another rule is you can't use nitrous injection, although intercooler sprayers are allowed – something half the field

took advantage of.

To assist the GT Pro staff, competitors were divided into RWD, FWD and AWD groups. The RWD guys arrived first. And with an ambient temperature of 80°F, **Madness Motorworks** hit the dyno with its BMW 135i. Engine upgrades were limited to an intake, exhaust and software, but it spun the rollers to 359.13whp on its second run using 100-octane fuel.

George Mehallik of Madness Motorworks was very pleased as the car only recorded 350whp on the previous dyno.

The next rear-drive contestant was **Groma Race Fabrications** with its supercharged BMW E30 V8. It's first run was an impressive 425.67whp using 110-octane fuel. But with a slight oil leak from the motor, Groma retired early and didn't use its last two runs.

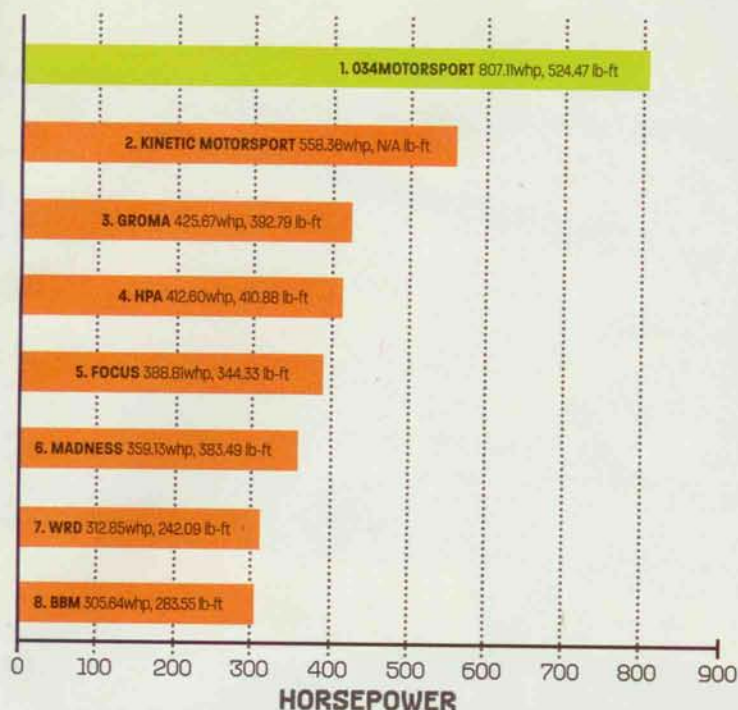
The FWD competitors came next, starting with **Bahn Brenner Motorsport**. Its Mk1 GTi 1.8T posted 305.64whp, which is almost double the Mk1 campaigned last year by Euro Sport Accessories. Its second run was 304.96whp,

which confirmed the legitimacy of its power.

Two years ago, VW specialists Euro Sport Accessories brought a Ford Focus turbo under the guise of its **FocusSport** division. It made 401.2hp to the crank. Its new orange coupe ran slightly less with a pull of 388.81whp. The team followed its first run with a 386whp pull and retired. Using 104-octane gas, they also brought their own fans and sprayed the intercooler with water to cool the intake.

**Kinetic Motorsport** took the spotlight next and strapped its GTi 337 to the dyno. Shawn Van Neer from Kinetic, informed us he was only using 94-octane he brought from his home in Canada. On the first run, the tires were smoking the rollers and the tachometer didn't give a reading, so no torque figures were recorded. However, the second pull resulted in glory as the Kinetic GTi threw down 558.36whp from its 1.8T. Another pull was done to back up the claim and 555whp flashed on the computer screen. So Kinetic took the accolade of most powerful FWD car in the competition, and one of the most powerful 1.8Ts





we've ever seen in *etGP*!

Returning for its second *etGP* was **WRD's** Mk5 GTI. This year they were able to bump power up from 256.82whp last year to 312.85whp thanks to an APR stage 3+ turbo kit. John Gardner from WRD told us there was more power to come but they were scrambling to download new software that morning.

With only the AWD cars left, we welcomed **HPA Motorsport** back to the event after missing last year. Its Mk4 R32 turbo featured a DSG transmission swap, so the dyno technique had to be different. Lead tech, Darren Scharfenberg slowly accelerated the car into fifth gear and downshifted into fourth to record the dyno run. On its first run they produced 412.60whp but later runs couldn't repeat it. And it was then Darren noticed a ruptured boost hose that probably explained the power loss.

Next was **034Motorsport**. Still bitter after second place last year, its A4 VR6 turbo returned with more power under the hood. The best run last year was 645.51whp, but '08 was a different story. The first run netted an astonishing 802.99whp. With the entire audience in disbelief, Christian Miller of 034 spun the rollers again to an amazing 807.11whp!

This would easily steal the dyno trophy and put 034's A4 in the *etGP* record books for highest horsepower ever. We should also note, the ambient temperature was at 100.1°F – the highest of the day – with a gasping 10% humidity, making the feat even more remarkable.

As a final note, **EuroCode Tuning** was scheduled to run last. As defending champions, they had some trouble on the dyno – blowing a MAF sensor on its Audi S4. Its third run produced 627.25whp, which was lower than last year's 651.73whp. After diagnosing several problems, the team sadly decided to withdraw. And as we'll see, if the car had been running right they might have claimed overall victory in *etGP08*.

Denis Dickerson of GT Pro was kept busy strapping down the cars for *etGP*



Groma made one pull after discovering an oil leak; making 425.67whp



Brian La Fuente of GT Pro ensured two high-powered fans would simulate real-world driving



The 034 gang receiving their trophy for Best Dyno performance



Kinetic spun the front wheels to make back-to-back runs over 555whp



Duane Dahl, Denis Dickerson, Caleb Mc Liesh and Brian La Fuente from GT Pro Performance Tuning

## GT PRO

We returned to GT Pro Performance Tuning Inc. for our dyno competition for the second consecutive year. With its roots in high-powered Japanese imports and many years of technical and dyno experience, the tuner once again provided accurate and trouble-free results.

The company's premises is an 11000sqft property in Fullerton, CA and houses a Dynojet 424x, and a 1500sq ft customer lounge with hardwood floors, leather sofas, video slots and stacks of magazines to fill your time. There's also a workshop where the staff performs custom engine builds, dyno tuning, audio and video installations as well as custom fabrication.

Formerly focused in imports, GT Pro is becoming a resource in Southern California for VW, Audi, BMW, Mercedes and exotic tuning. We found several BMW project cars on the premises, as well as GT Pro's Ferrari F360 project car. The company's new passion for Euros prompted the establishment of a new division called Boosted Bimmers, which offers forced induction kits for several BMW models. ([www.gtpro.com](http://www.gtpro.com), [www.boostedbimmers.com](http://www.boostedbimmers.com), 714/447-1697)





STREETS OF WILLOW

# FASTEST LAP COMPETITION





George Mehallick from Madness Motorworks receiving his trophy for setting the fastest lap in the road course

**W**ithout doubt, the road course is the favorite component of any *etGP*, and this year would be no different. Traditionally, it takes place on the last day of the event. However, this year it would move to the second day due to a scheduling conflict.

With the field already reduced by one S4, eight cars descended upon Streets of Willow to set the fastest lap. All competitors are given three 20-minute practice sessions throughout the morning to setup the cars. After lunch, each team gets three timed laps to set their best time. However, the heat of the day and heat of competition took its toll, as you'll discover.

## Session 1

The cars were split into run groups that saw the VWs out first. The pace was set by WRD, even though they claimed the car was down on power and only running on three cylinders at times. However, a respectable 1:30.299 saw them 3sec faster than Kinetic, who were suffering from "too much boost", and 12sec faster than Bahn Brenner (BBM) who used ContiSportContact 2 tires rather than the newer CSC 3s because the size they wanted wasn't available.

The second run group was the two BMWs and Focus. However, Groma had slept in so the field was depleted. The Madness Motorworks 135i set the fastest time with a 1:29.580 even though they were making shock adjustments and getting used to the track. The FocusSport car was slipping around on the dusty track and was 3sec slower as a result.

Somebody from the third group was expected to win the event since it housed the powerful AWD cars. And 034Motorsport set the pace with an impressive 1:27.897. The team was enjoying the experience, having made significant changes to the car since last year, including a widebody to give them more rubber (see profile). However, the most devious alteration had occurred overnight, with the team swapping its huge GT4508R turbo used on the dyno for a smaller GT35R that would give better throttle response on the track.

The AWD HPA Motorsports R32 was 2sec slower but the team happily reported it was running without problems.

## Session 2

In the second 20min practice session, WRD pilled on the pressure, lapping in 1:28.131. This was the second fastest at the time and proved the team's suspension tuning was paying dividends. Kinetic had turned down its boost all the way and was looking to reduce it further. They had made up 1sec on WRD, while BBM had knocked 8sec off their previous time as they too retarded the boost on their 1.8T.

Unfortunately, the Rabbit blew a coolant hose, dropping water onto the tires and causing a spin. It halted the session while the car was recovered and John Betz from BBM thought his run of bad luck was continuing, having failed to complete an *etGP* with his supercharged Corrado in the past. However, the hose was soon replaced and the car was back on track.

The Madness 135i found more speed, dropping to 1:28.971 after some mild suspension tuning. The team reported the car was handling well and making the most of its power upgrades as well as the factory Brembo brakes.

The FocusSport coupe had knocked a further 1.5sec off its times and the team was happy with its progress, although they felt it would have been quicker without the heavy full stereo in the trunk!

Groma finally made an appearance and its 325i V8 ran a 1:32.858 but admitted they were trying to figure out the right settings and the tire pressures.

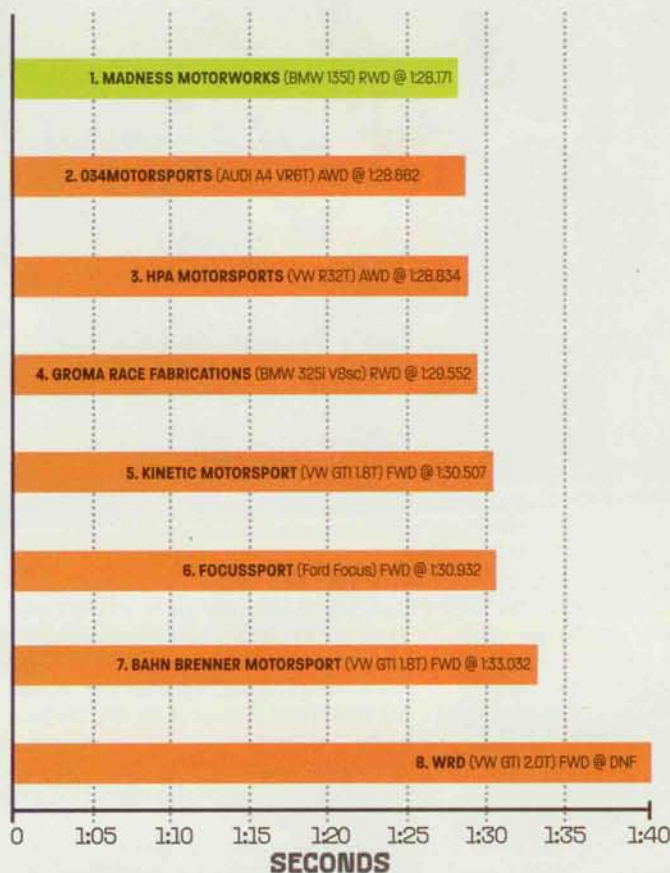
In the AWD class, 034 encountered a misfire and sat out the session in an attempt to cure it. Meanwhile, HPA recorded a 1:28.811, which was within fractions of a second of their first session time.

## Session 3

Despite some very quick lap times, the engine problems on the WRD GTI persisted until the car pulled off the track amid a cloud of smoke. It turns out the misfire was worse than envisaged and resulted in a holed block that lead to an oil fire under the car. Again the session was halted while the car was recovered and sadly WRD's *etGP* was over.

With BBM working on the cooling system, only Kinetic made it out in the session. They were marginally slower as the heat of the day





increased and the car continued to struggle for traction out of the slower corners.

However, the Madness 135i was running trouble-free and was even lifting an inside front tire coming out of some corners. They managed to reduce their lap time to 1:28.215 to show consistent improvements throughout the session.

Similarly, the FocusSport car was running faultlessly and the team dropped down to a 1:30.794 in the final practice session to show a steady improvement.

The Groma team was having fun playing with the cars oversteering out of the corners and lifting a front wheel but the supercharged V8 looked like it was a handful as they were unable to match earlier times.

In the AWD class, 034 was still working on its misfire and HPA was happy with the car but didn't improve on earlier times.

## Crunch Time

After lunch, each team was invited to run its three timed laps to set their quickest times for



WRD would have been the fastest FWD car had it not holed the block. Losing the rear bumper was the start of the bad luck.

the record. Madness

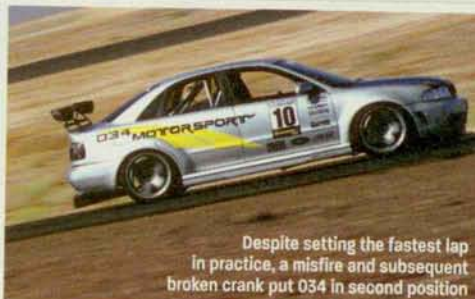
Motorworks was first to the line in its 135i. The team had showed consistent form in its mildly-tuned 1-Series Coupe and on the first of its three timed laps they set a 1:28.171. This wasn't the fastest they'd done all day and they wondered if it would be enough. As it transpires, it was the fastest lap of the day by almost 0.5sec, giving the team the trophy for fastest lap at etGP08.

What's remarkable is just how composed the car had been throughout the day. The team had managed to install some effective modifications and overcome the car's weakness – its skinny front tires. They'd squeezed some wide rubber up front and even resolved the 135i's notorious oil temp problems that cause it to go into limp mode on the track. These clever mods and good driving by Brian Smith allowed the team to claim a surprise victory.

In second place, with a time of 1:28.662, was the very sick Audi from 034. Clearly the misfire hadn't been fully resolved, so it wasn't showing its expected dominance. After an overnight stripdown, the team discovered the crank had snapped, forcing them to retire from etGP08.

Third place went to HPA with a time of 1:28.834. It was the R32's fastest time of the day and everybody expected its AWD to be a real advantage. However, the car seemed to be understeering quite badly – a common problem with the nose-heavy R32.

In fourth was the Groma E30 with a time of



Despite setting the fastest lap in practice, a misfire and subsequent broken crank put 034 in second position.



The Kinetic 337 was suffering from almost too much power.



The Groma E30 finished fourth despite lots of oversteer.




The Focus finished sixth overall.

1:29.552. This was their fastest time of the day and more preparation might have seen further improvements, although oversteer seemed to be the biggest obstacle.

Fifth place went to Kinetic with a strong 1:30.507 – not their fastest time all day but respectable given the traction problems they faced with the ridiculous amount of power under the hood.

In sixth was the FocusSport coupe with a 1:30.932, marginally slower than their best practice time. This powerful front-drive turbo was also struggling against weight and traction issues but the team soldiered on and recorded a very respectable time.

Seventh place went to the BBM Rabbit with a 1:33.032 lap time – almost 1.5sec better than they'd done in practice. Despite its lightweight chassis, the Mk1 also had traction problems and development was interrupted by its coolant issues. But it's great to see the older cars still competing in the event and the team having so much fun. 





CALIFORNIA SPEEDWAY

# DRAG STRIP COMPETITION



After a fierce battle with the 135i, Groma took the RWD class win at the drag strip. Its blown V8 also sounded better than any other motor



Kinetic's powerful engine couldn't be subdued on the drag strip, placing it last but giving it enough points to finish as best FWD overall







The Focus surprised even its own team by winning the FWD class in drag racing



BBM devised some clever weight-saving ploys, such as removing the hood and the driver's clothes!

**A**s day three of *etGP08* arrived, mechanical ailments had depleted the field to just six cars. We'd lost both Audis and a GTI, yet were left with an intriguing front-, rear- and all-wheel drive battle.

Four cars were tied in first place for overall honors. Whoever won the drag racing would be crowned *etGP08* champion.

However, there was one more surprise in store. After seeing the first few cars run, the track owners wanted to close us down. Despite having 10sec S4s last year, they seemed unprepared for the speed of our competitors and would only allow us to use the 1/8th mile track.

Ordinarily, we'd set fire to their buildings and go into hiding for a week. But since we'd hauled the teams to the arse-end of nowhere, we were definitely compelled to see it through.

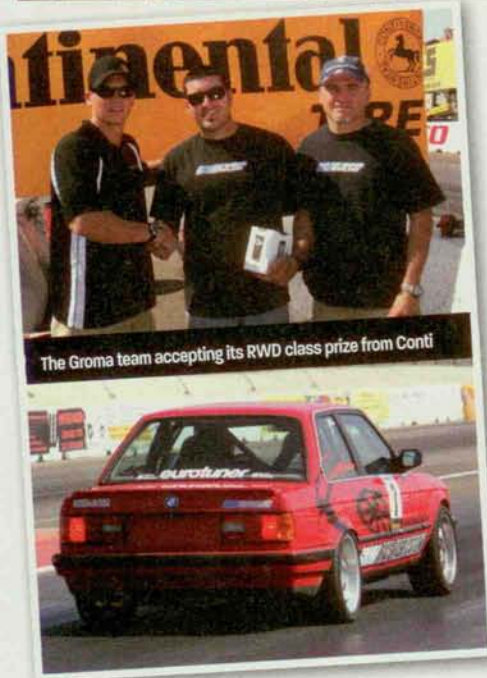
Inevitably, this would play into the hands of our only remaining AWD competitor and



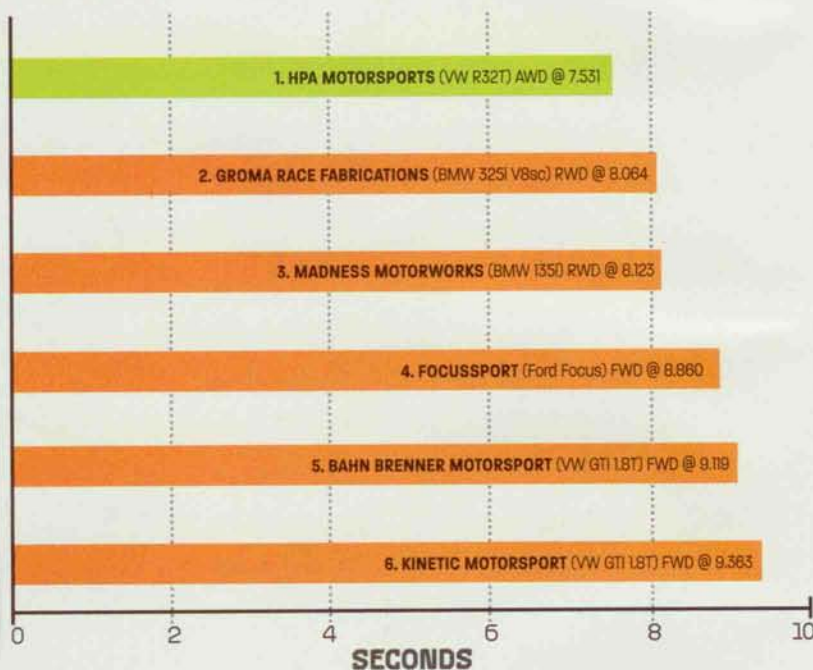
The HPA crew receiving trophies for first place overall and fastest drag time from Terrance Smouter of Continental



Kinetic took home the FWD class win for eGP08



The Groma team accepting its RWD class prize from Conti



severely disadvantage the powerful FWD runners. Yet despite this, the teams rolled up their sleeves and set to work.

Since we know from previous experience the cars get slower as the day progressively gets hotter, we opened the track at 9am and closed it at 1pm. That gave them four hours to set their fastest times.

One of the first out of the box was HPA. It's R32 turbo tore up the track in 7.531sec. Confident in a job well done, the team retired to the shelter of our tent and never ran in anger again. With its AWD traction, nobody threatened the time, allowing the R32 to take top honors for the drag race and winning eGP08 overall.

The battle for second would be far closer. With the advantage of RWD, the two BMWs drew swords and began fencing. The first blow went to Madness Motorworks, who set a time of 8.506sec at 88.21mph.

It took Groma Fabrications awhile to dial in their 325i V8 but they soon hit 8.361 at 91.93mph and the battle was on. Within two runs they were

down to 8.175sec at 93.16mph, but didn't get close again for over an hour.

In the meantime, the MM 135i was pounding the track, attempting to beat the E30. It appeared as if they couldn't close the final tenths of a second until they pulled off an 8.123 at 90.22mph.

The Groma E30 had been running all morning, the team beating on it mercilessly, but now they redoubled their efforts, hitting 8.119sec within a couple of runs.


The MM team couldn't believe it. They ran back for the 1-Series and got to work again. Try as they might, they couldn't improve on their time, and an 8.064 at 92.57mph from Groma sealed their fate.

With second place decided, it gave Groma enough points to take the award for best RWD car at eGP08, leaving MM to lick their wounds in third. This also meant the FWD cars would be vying for fourth, fifth and sixth places, as well as the title of best FWD.

As soon as the track opened, FocusSport and Bahn Brenner were leaving stripes of Conti rubber on the California Speedway. Kinetic joined them

later in the morning but all three struggled with grip as their powerful turbo motors overcame the available grip.

They started in the low 10s and high 9s as each team discovered the best launch program for their set up. It quickly became apparent BBM should have entered their KTM motorbike after it ran 8.2sec in the morning! However, they persisted with the Rabbit and finally hit 9.119sec at 88.02mph. This looked good enough to win the FWD class, since both Kinetic and Focus Sport were hovering in the mid-9s all morning.

On the final run of the 2008 GP Sean Van Neer from Kinetic set a 9.363 at 84.03mph and thought he hedged out the Focus. What he didn't know was that just moments before, the Ford had surprised everybody by running 8.860 at 89.89mph on its final run. Even the team couldn't explain how they'd knock off so much time but it gave them the honor of being the fastest FWD car at the drag strip. However, the overall FWD award for eGP08 went to Kinetic, thanks largely to its stunning dyno performance. 



# etGP08 COMPETITION

## HPA Motorsports 2004 VW R32

**\*OVERALL WINNER, BEST AWD, BEST DRAG**

HPA Motorsports knew they had neither the most powerful nor track-ready car coming into etGP, but the Canadian tuner set itself a goal to build a well-rounded package that could be driven on the street or withstand a severe beating at the track.

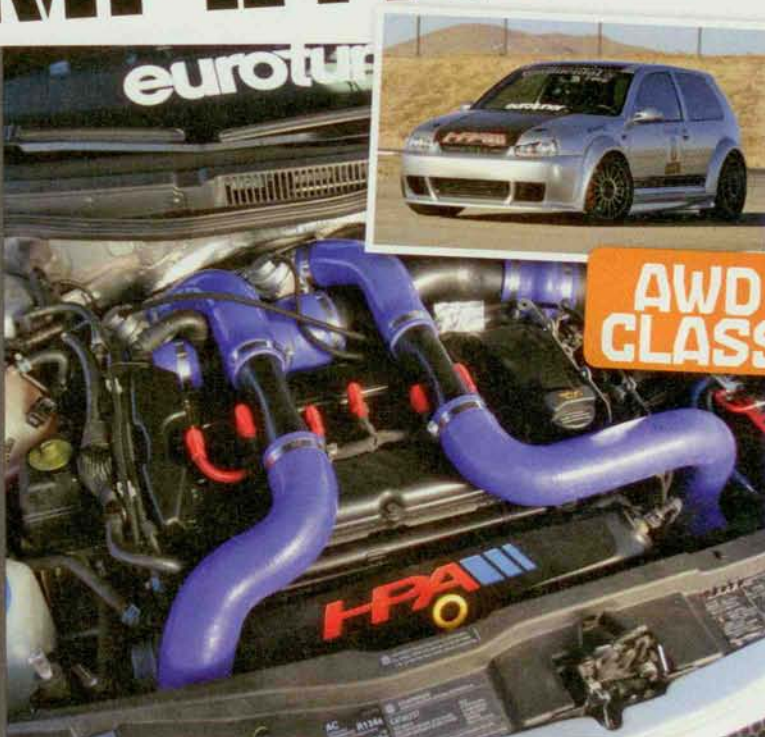
This year is HPA's third and most successful entry in etGP. The R32 is owned by Jesse Brimhall of Montana and it was recently overhauled when HPA took it into the workshop and updated it with new Garrett turbos, a DSG transmission swap and a widebody.

"It's definitely one of a kind," explained Marcel Horn of HPA. "We wanted a balance between daily performance and a weekend track car."

"Every year we drive to the event and this year, Jesse drove the car home to Montana directly after the drag racing had finished."

Fueled by 91-octane pump gas, the R32 finished every event and capitalized on its all-wheel drive advantage on the drag strip.

**CONTACT:** [www.hpamotorsports.com](http://www.hpamotorsports.com), 604/598-8520



**AWD  
CLASS**

**AWD  
CLASS**



## 034Motorsport 2001 Audi A4

**\*BEST DYNO**

Almost no introduction is needed for 034Motorsport. The tuner is synonymous with Audi and VW tuning, having developed its own performance parts from its Fremont, CA home. They also built the 848hp engine in the Castrol Syntec Top Shop Challenge (et 12/08) and have developed a portfolio of racecars, including this '01 Audi A4. The car debuted last year with hopes of winning etGP, but were beaten by arch rivals from EuroCode Tuning and Stasis Motorsport. Now, with a new VR6 motor using an R32 head, plus RS4 widebody, the car was destined for glory, or was it?

"After losing by such a small margin last year, we wanted to do a clean sweep," Javad Shadzi, president of 034, told us. "We spent four months installing the new engine, widebody, wider tires, everything we wanted to do in the beginning."

"We tested the car on our hometown track at Sears Point and it was running 3-4sec faster than last year. So we expected it to be 2-3sec faster at Streets of Willow," Javad continued.

034 embarrassed the entire field on the dyno competition, producing a record-breaking 807.11whp. However, the crankshaft developed a fracture, which worsened on the road course. Despite that, 034 posted a 1:28.662 on its timed lap. Amazingly, this was only 2.5sec slower than last year even though the car had a broken crankshaft, and was enough to secure second place on the road course. But after diagnosing the problem, it was too late to fix the car for the drag strip.

"There was a couple of times we weren't sure if we would make it to the event at all," Javad concluded. "But we pushed through and came up with solutions. So we're happy the car made so much horsepower and did well on the road course considering how it was running." **CONTACT:** [www.034motorsport.com](http://www.034motorsport.com), 510/657-6707



**FWD  
CLASS**



## Kinetic Motorsport - 2002 VW GTI 337

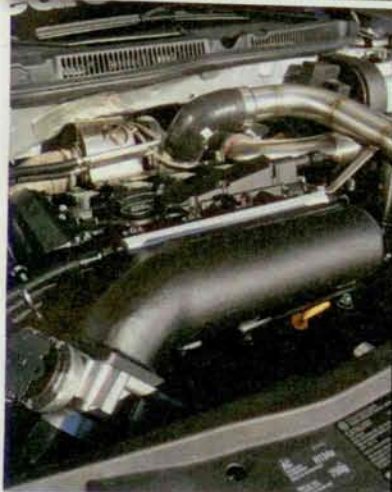
**\*BEST FWD**

Many people were skeptical about whether Kinetic Motorsport's GTI 337 actually made the power claimed in our Street Sleeper feature (*et* 7/08). After all, 400whp in a daily-driven FWD car is a lot to comprehend. But sure enough, Shawn Van Neer, co-owner of Kinetic, arrived at *et*GP with the intention of backing up his claims. The car spun the dyno past 550whp twice, on pump gas and without anything breaking or even tuning in between runs. The motor was built for power but unfortunately the tires couldn't find traction on the drag strip or road course.

Despite traction difficulties, the 337 was the fastest FWD car on the road course, although veteran driver TC Kline can be thanked that.

If the car were to run a quarter-mile, Shawn was confident it could run in the mid-12s. "It was a kick in the nuts to be using the eighth-mile," he told us. "It makes the car look stupid because it doesn't show the power until past the first eighth mile. But for a FWD car on street tires, we did the best we could in each event."

**CONTACT:** [www.kineticmotorsport.com](http://www.kineticmotorsport.com), 604/882-9962



## FocusSport 2008 Ford Focus

So you might ask why a Focus was in this year's *et*GP. Well, the original Focus was designed, engineered and built in Europe, arriving in the US in '99 when Raffi Kazanjian and Euro Sport Accessories created FocusSport.

In '06, FocusSport campaigned a '05 Focus hatch in *et*GP, finishing in the middle of the pack in all three of the events.

This year, the team brought another Focus from *Speed* TV's Street Tuner Challenge. The car won the challenge so we were keen to see how it would stack up in *et*GP, which is all about raw performance.

Equipped with FocusSport's turbo kit, forged pistons and Cosworth rods, the motor ran strong and the car made the most runs of any tuner at the drag strip and road course. Unfortunately, poor traction was its biggest enemy. And it could have probably gone quicker on the road course if it wasn't for the huge stereo in the trunk. Raffi also told us he missed a shift on his fastest lap, losing him valuable time.

Nonetheless, it was interesting to see the Focus in the competition as FocusSport is one of the few Ford tuners to understand the car's European roots.

**CONTACT:** [www.focussport.com](http://www.focussport.com), 714/630-1555



**FWD  
CLASS**





## Bahn Brenner Motorsports 1983 VW GTI

**FWD  
CLASS**

After a two-year absence, Bahn Brenner Motorsports returned to *etGP* with an old school flavor. Known for its superchargers, BBM brought an '83 Rabbit owned and driven by Ty Smyth. It was equipped with a 2.0 ABA 16v and Garrett GT28 turbo. The bottom end was built with Eagle H-Beam rods and Ross Racing pistons.

Owner of BBM, John Betz, designed the 2.0T setup, built the head and fabricated custom exhaust and intake manifolds for improved airflow because the company is now dipping into the turbo market with products for the Mk1, Mk2 and Mk3.

Although the Rabbit finished down the ranks, BBM was ecstatic to survive the event. They'd never finished *etGP* when competing with their previous Corrado project car. "We weren't trying to break any records. We just wanted to get through it and have fun, so I'm really pleased," John told us.

We should also note BBM was the only tuner on ContiSportContact 2 tires, since the newer CSC3s weren't available in sizes for the Mk1.

**CONTACT:** [www.bahnbrenner.com](http://www.bahnbrenner.com), 541/388-1202



## WRD - 2006 VW GTI

Despite tremendous enthusiasm, bad luck seems to plague WRD. They brought the same Mk5 GTI from last year's competition, which was the fastest VW on the road course. This year they were on pace to beat the FWD field when adversity struck.

Just days before *etGP*, WRD had installed APR's latest stage 3 turbo upgrade but it appears there was an undiagnosed problem and John Gardner from WRD noticed one of the cylinders was misfiring. This came to light in a poor dyno performance and despite a good showing on the road course, a cylinder eventually blew in the over-worked motor. Despite the adversity, WRD promise to be back for the Super Lap Finals with a stronger motor.

We also have to acknowledge the improvement the team had made to the car overall. In the past, it had been rather hurriedly prepared, but this year the GTI was looking sharp and prepared for battle. Luck can be a cruel mistress.

**CONTACT:** [www.wrduisa.com](http://www.wrduisa.com), 916/781-3876

**FWD  
CLASS**





## Groma Race Fabrications 1989 BMW 325i

**\*BEST RWD**

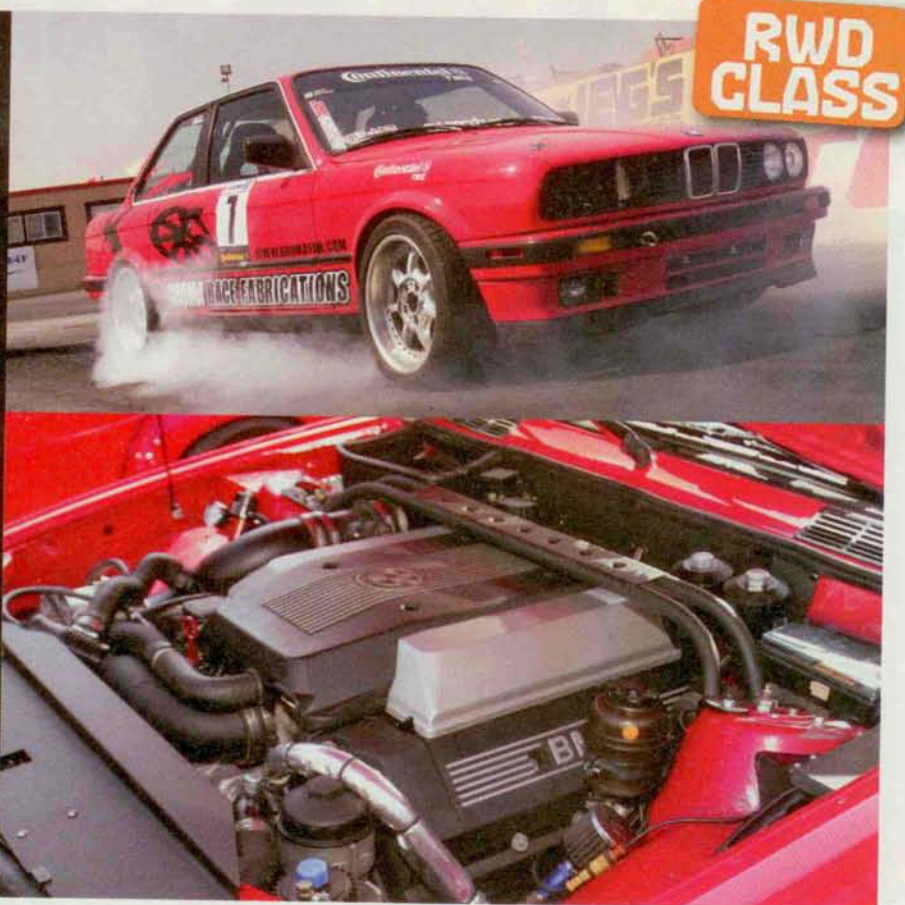
When a new challenger enters *etGP*, they typically finish at the back of the field or breakdown halfway through the event. They usually don't understand the strain the car will endure during three days of battle. However, Groma from Irwindale, CA was able to win the RWD class on its first attempt in its '89 BMW 325i.

Having transplanted a 4.4 liter V8 from a 540i into the two-door, they also fitted a Rotrex supercharger and prepped the car for track duties with custom coilovers, a rollcage, racing seats and a six-speed manual.

President of Groma, Ed Haroutonian, was overjoyed with the car's performance at *etGP*. "We were very happy with the results. The car's a daily driver and something we built to be crazy."

Despite its wild spec, the 325i proved reliable, finishing second on both the dyno and drag strip. This was the car's second competitive event and Ed admitted it performed much better thanks to Split Second software and the addition of methanol injection.

**CONTACT:** [www.gromafab.com](http://www.gromafab.com), 818/402-3008



**RWD  
CLASS**

**RWD  
CLASS**



## Madness Motorworks 2008 BMW 135i

**\*BEST ROAD COURSE**

George Mehallik formed Mini-Madness almost eight years ago and recently decided to branch out into other brands with the introduction of Madness Motorworks. The flagship vehicle for the new company was this brand new '08 BMW 135i. It showed up with only 850 miles on the odometer and minimal testing, so the team was skeptical about how it would perform.

"We put the car together in two weeks, cranking on it day and night," George explained. "We didn't know if the clutch would work out and didn't have any experience with the brake pads, but the car performed flawlessly."

Perhaps the biggest surprise of *etGP08* was the 135i's victory on the road course. This is only the second time a RWD car has won the road course in the event's history.

George plans to continue developing the car with parts that will be available through his online store. Many of the parts should also carry over to the 335i.

**CONTACT:** [www.madnessmotorworks.com](http://www.madnessmotorworks.com), 503/466-6463





CAR/TUNER	ENGINE	DRIVETRAIN
<b>HPA MOTORSPORTS</b> 2004 VW R32 Dyno: 412.60whp, 410.88 lb-ft (4th) Lap time: 1:28.834 (4th) Eighth mile: 7.531sec (1st)	3.2 liter VR6 with HPA Motorsports FT565 twin-turbo kit, lowered compression, Race Grade connecting rod bearings, intake manifold, dual side-mount intercoolers, silicone hoses, high-flow fuel system, dual downpipes and exhaust	six-speed DSG automatic transmission with Haldex controller
<b>OVERALL WINNER, BEST AWD, BEST DRAG</b>		
<b>034MOTORSPORT</b> 2001 Audi A4 Dyno: 807.11whp, 524.47 lb-ft (1st) Lap time: 1:28.662 (2nd) Eighth mile: DNS	2.9 liter overbored VR6 24v block with ported R32 head, custom GT4508R turbo with 4" downpipe (dyno), GT3582R turbo with 3.5" downpipe (road course), JE pistons, Rosten rods, Techtonics cams, Genesis 870cc Injectors, stock-size valves, high-rate springs, titanium retainers, Q34 porting, manifolds, FMIC, modified front core support, tubular exhaust and intake manifold, engine and trans mounts, Q34EFI stage IIc engine management, remote oil filter	OIE Stasis close-ratio six-speed, 5.1 high-bias center diff, clutch-type rear diff, Spec clutch, Density Line diff mounts, Apikal rear diff mount, JH Motorsports shifter
<b>BEST DYNO</b>		
<b>KINETIC MOTORSPORT</b> 2002 VW GTI 337 Dyno: 558.36whp, N/A lb-ft (2nd) Lap time: 1:30.507 (5th) Eighth mile: 9.363sec (6th)	1.8 liter four cylinder 20v with Integrated Engineering rods, ARP fasteners, ported head, 268/260° Schrick cams, Supertech titanium valve springs and retainers, Garrett GT3582R ball-bearing turbo, Kinetic tubular stainless steel header, silicone hoses, clamps, FMIC, oil cooler with Mocal thermo-plate, 3" exhaust with Vibrant muffler, VR6 throttle body, Aeromotive fuel pressure regulator, 1000cc Bosch injectors, Walbro 255 lph fuel pump kit, custom fuel rail, Tial BOV and 30mm wastegate, prototype intake manifold, custom catch can, oil feed and drain lines, turbo heatshield and wrap, Earls fittings, Starlight hoses, Snow Performance stage 2 water/meth kit, Eurodyne 1000cc file	six-speed manual with Southbend OFE clutch, Aasco flywheel, Peloquin LSD
<b>BEST FWD</b>		
<b>FOCUSSPORT</b> 2008 Ford Focus Dyno: 388.81whp, 344.33 lb-ft (5th) Lap time: 1:30.932 (6th) Eighth mile: 8.860sec (4th)	2.0 liter Duratec 16v with forged pistons, Cosworth rods and intake manifold, FocusSport stage 2 turbo kit with front-mount intercooler, software	five-speed manual with Torsen LSD, Exedy stage 3 single-plate clutch with lightweight flywheel
<b>BAHN BRENNER MOTORSPORTS</b> 1983 VW Rabbit GTI Dyno: 305.64whp, 283.55 lb-ft (8th) Lap time: 1:33.032 (7th) Eighth mile: 9.119sec (5th)	2.0 liter four cylinder ABA 16v with Garrett GT28 turbo, Eagle H-Beam rods, Ross Racing pistons, ARP fasteners, Megasquirt fuel injection, built head, oversized valves, Techtonics exhaust, Bahn Brenner downpipe, exhaust and intake manifolds	five-speed manual O2J transmission with Quaife LSD
<b>WRD</b> 2006 VW GTI Dyno: 312.85whp, 242.09 lb-ft (7th) Lap time: DNF Eighth mile: DNS	2.0 liter four cylinder 16v FSI with APR stage 3+ turbo, Integrated Engineering rods, 3" downpipe and exhaust, Forge Intercooler and piping, upgraded piping, cold-air intake, Nitrous Xpress intercooler sprayer, WRD transmission and motor mounts, Bulletproof PCV valve	six-speed manual transmission, Spec stage 3 clutch, aluminum flywheel, Quaife LSD, B&M short shifter
<b>GROMA RACE FABRICATIONS</b> 1989 BMW 325i Dyno: 425.67whp, 392.70 lb-ft (3rd) Lap time: 1:29.552 (4th) Eighth mile: 8.064sec (2nd)	4.4 liter V8 with Rotrex supercharger, Groma crank pulley, plumbing, headers, oil cooler kit, radiator and exhaust, Turbosmart bypass valve, Fuel Safe fuel cell, Aeromotive FPR, Split Second software, relocated battery, methanol injection	six-speed manual
<b>BEST RWD</b>		
<b>MADNESS MOTORWORKS</b> 2008 BMW 135i Dyno: 359.13whp, 383.49 lb-ft (6th) Lap time: 1:28.171 (1st) Eighth mile: 8.123sec (3rd)	3.0 liter twin-turbo i-6 with dual intake, Evotech software, TTEK 3" to 2.5" catless downpipe, Madness Motorworks FMIC, 3" cat-back exhaust and twin diverter valves	six-speed manual with BMW Performance short shifter
<b>BEST ROAD COURSE</b>		



# CONCLUSIONS

SUSPENSION	BRAKES	WHEELS & TIRES	EXTERIOR	
KW V1 front coilovers, SHS rear Launch shocks, Neuspeed sway bars	front and rear big brake kits with Porsche Cayenne calipers	18x9" VW Motorsport RS1 wheels with 265/35-18 Continental ContiSportContact 3 tires	HPA Motorsports widebody with front and rear bumpers, side skirts, carbon böser hood, Hella Mk5-look headlights, smoked tail lights, two-tone paint, Hagus mirrors	 AWD CLASS
Stasis/Ohlins three-way remote reservoir shocks, revised front suspension geometry, 034 sway bars and spherical control arms	13" Stasis front brake kit with four-piston calipers, 12" 034 rear brake kit with single-piston S4 calipers	18x9.5" 034-spec Rota wheels with 265/35-18 Continental ContiSportContact 3 tires	B5 RS4 carbon front and fiberglass rear fenders, widened skirts, carbon front splitter, rear diffuser and hood, APR rear wing	 AWD CLASS
Vogtland s/s coilovers with Koni dampers, H2Sport spindles and spherical suspension pivots, custom Internal rear sway bar	Kinetic brake kit with 13.15" R32 front rotors and Wilwood Superlight 4R four-piston calipers, Ferodo 2500 pads, Kinetic lines	18x8" Motegi SP10 wheels with 225/40-18 Continental ContiSportContact 3 tires	stubby antenna, Hella smoked e-code headlights with HID bulbs	 FWD CLASS
H&R coilovers and sway bars, FocusSport stress bars and front camber plates	12.9" Brembo front brake kit, SVT rear disc conversion	18x8" Team Dynamic wheels with 225/35-18 Continental ContiSportContact 3 tires	3D Carbon body kit with rear spoiler, orange paint by Corvette Specialties	 FWD CLASS
H&R coilovers, Autotech sway bars	660 brake conversion with 9.4" drilled front rotors, PBR pads	16x7" BBS RG-F wheels with 215/35-16 Continental ContiSportContact 2 tires	shaved body line, Foha rear spoiler, Zender skirts	 FWD CLASS
WRD coilovers with Koni double-adjustable shocks, billet upper spring perches, WRD sway bars	Eurospec 330mm two-piece front rotors with four-piston calipers, 286mm rear rotors, Goodridge lines, Mintex C-Tech pads	17x8.5" Momo wheels with 255/40-17 Continental ContiSportContact 3 tires	VW Votex front spoiler, side skirts and rear apron, custom rear wing	 FWD CLASS
Groma front coilovers, custom push-rod rear suspension with Koni coilovers and Elbach springs, front strut bar, Ireland Engineering sway bars, 6-point TIG-welded rollcage	13" Ireland Engineering two-piece brake kit with Mustang Cobra calipers, M3 rear rotors	17x8" front and 17x9" rear BMW 540i wheels using five-lug conversion, 235/40-17 front and 255/40-17 rear Continental ContiSportContact 3 tires	stock	 RWD CLASS
KW V3 coilovers with custom springs, Hotchkis front sway bar, carbon fiber strut brace	BMW Performance slotted and drilled rotors, Madness lines, Turner Motorsport track pads	18x8.5" Brayton GTS-R wheels with 255/35-18 Continental ContiSportContact 3 tires	BMW Performance carbon rear spoiler, tinted tail lights, French headlights	 RWD CLASS