

VAGtech TT  
TUNER THRASH



# BEAUTY AND THE BOOST

WITH 400BHP ON TAP, VAGTECH'S MIGHTY TURBOCHARGED TT IS BOTH PRETTY AND POKEY...

A

## UDI'S TT DOESN'T REALLY

sit too comfortably with the VAG modders. Less hardcore than the Golf or SEAT Ibiza it's closely related to, it's easily dismissed as being too pretty, slightly off-image, all show and no go. That's arguably true when it comes to a large slice of the lesser powered

1.8T engine coupes, but here am I, strapped into one hot TT that's still beauty-queen pretty – with a wicked twist. A turbocharged, 400bhp-shaped twist at that.

Bear in mind this turbo is mounted to 3.2-litre's worth of VR6 motor that's hooked up to a AWD system, and you've the recipe for a road weapon that's fast enough to quieten even the most sceptical TT doubter. It's also quick enough to melt rubber and frighten all but the most rapid of supercars, backed up by a hair on the back of your neck soundtrack that helps up the adrenaline quote yet further. It's the creation of Leighton Buzzard-based VAGtech, the company responsible for some fearsomely fleet forced induction German metal in recent years.

The TT belongs to Jon Watts, who runs VAGtech with Greg Brookes. Alloys aside, its exterior may look street sleeper stock, but a glance under the bonnet unveils an awesome HPA turbo install, fitted by Greg. Centre stage of this package is a latest specification water-cooled Garrett R30 hybrid turbo, which uses ball bearings to minimise friction and reduce spool-up time. This blower uses an integrated recirculating dump valve and hooks up to a cast exhaust manifold, specially designed with





Word up: Peter Knivett Happy snapper: Anthony Butler

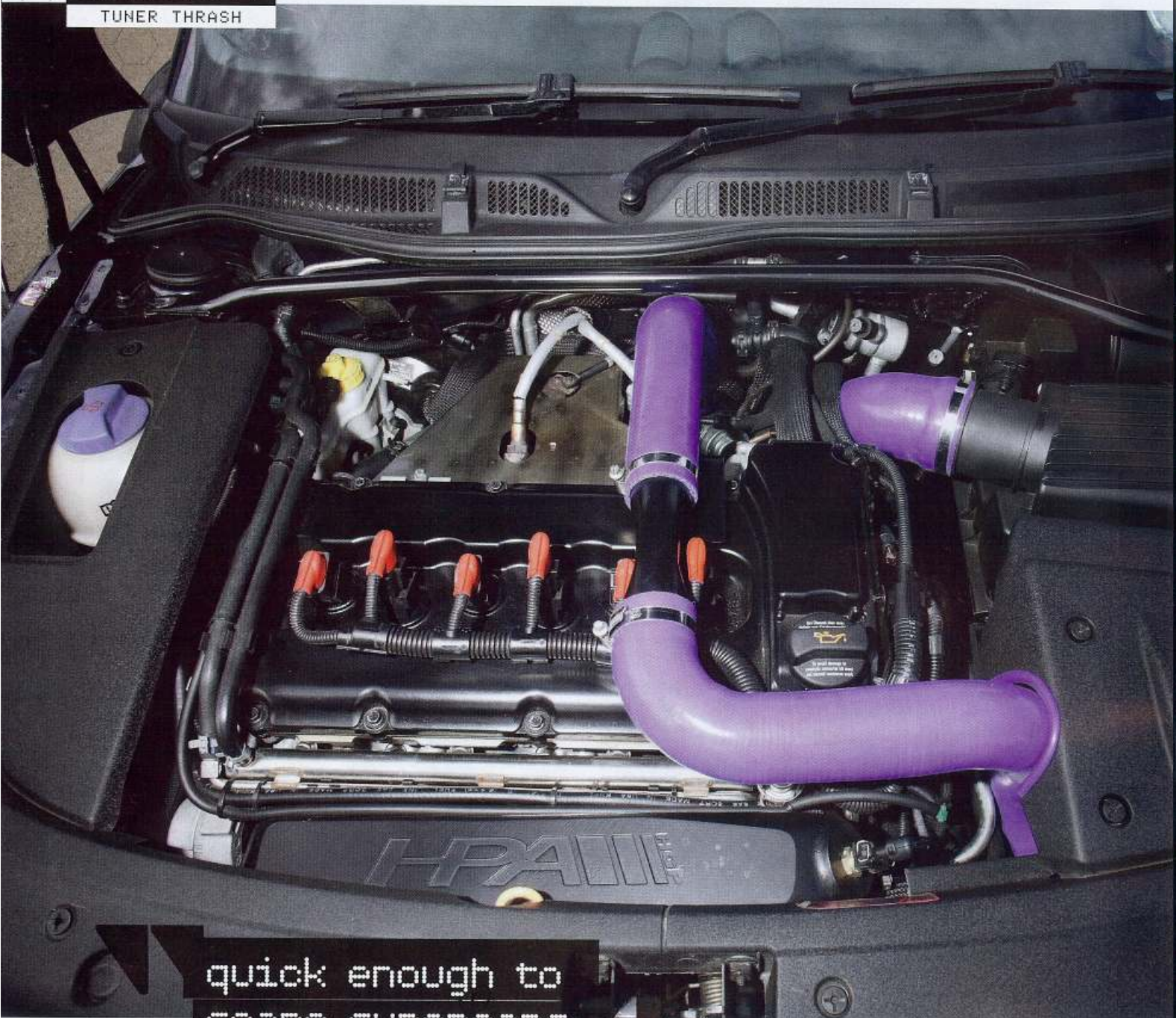


**VAGtech**  
015 279513 [www.vagtech.co.uk](http://www.vagtech.co.uk)  
Specialists For Volkswagen Group Cars

with a 400bhp  
turbo'd twist

AND THERE'S MORE!





quick enough to  
scare supercars

Above: As Jimi Hendrix once sang... Purple hose, it's in my bay

a high nickel content to withstand the huge temperatures generated by turbocharging without cracking and throwing a hissy fit. From here the exhaust gasses exit via a specially designed cast downpipe, feeding into a 70mm downpipe running a flexi joint to allow for 'give' under hard acceleration, before erupting via a Milltek stainless steel system. The attention to detail is impressive, as Greg Brookes explained: "HPA Motorsports develops the kit with HGP in Germany and they're very thorough."

Meanwhile, on the inlet side, charge temperatures are held in check via a side mounted alloy intercooler, unconventional compared with most of the front-mounted competition, but one that HPA reckons is even more effective. Likewise, the same careful development has resulted in the use of a cast-alloy short-runner

inlet manifold, which dispenses with the factory plastic item to increase durability, while reducing turbo lag by repositioning the throttle body to make it more turbo friendly.

That's vitally important when the engine is running 13psi of boost, as is the cylinder-head spacer plate, which pegs the VR6's compression back from 11:1 to a detonation-denying 8.5:1.

But how does it drive? Firing up with deep bass rumble, right from the off the blown 3.2-litre VR6 motor hints at what's there. About town, leaving the self shifter in drive allows you to exploit the mountain of torque. Then, as the road clears, a flick of the paddle drops it down a cog and the fun begins, with a torrent of acceleration being unleashed, while the roar from the exhaust and the chirrup from the wastegate pushes your adrenaline into overload. Girly it ain't. **GOLF**







**Above:** Audi TT Special Edition seats now comfort the bums of occupants prior to needing new pants!



**Above:** The beauty of the VAGtech conversion is that everything looks nigh on factory, until you hit the loud pedal that is!



**Above:** Wouldn't you be pleased with a demo car like this? Evo, nay, Lambo killing for around £30k all in...



## THE KNOWLEDGE

### ENGINE:

3.2-litre narrow-angle VR6, 250bhp spec; DSG 6-speed gearbox; HGP R30 Garrett ball-bearing hybrid turbo running at 13psi (0.9bar); custom compressor housing with integrated wastegate; flow-optimised, high-nickel-content cast exhaust manifold with external oxygen sensors; short-runner HGP inlet manifold; side-mount intercooler with velocity air shrouding; stainless exhaust heat shield; cast downpipe feed from turbo, 70mm downpipe with flexi joint, SFS silicone boost hoses; uprated high-flow fuel injectors; head spacer plate to lower compression ratio to 8.5:1; braided stainless oil feed line, oil return lines to sump; water inlet and return lines; SMIC ECU upgrade

**Performance:** 400bhp, 380lbs/ft of torque 0-60, 3.9secs, 1/4 mile 12.2secs, Class Winner at GTI International '06 sprint

### CHASSIS:

7.5x18in TT QS alloys with Yokohama Parada Spec 2 tyres

### CONTACT:

VAGtech Ltd, Unit 2 Hillcroft Works, Stewkley Road, Soulbury, Nr. Leighton Buzzard LU7 0DH (01525 279 513) [www.vagtech.co.uk](http://www.vagtech.co.uk)

### PRICE:

At the time of going to press prices for the 360bhp/317lb/ft direct-to-manifold HPA Turbo conversion start from £6000-£7000. The side-mount intercooled kit fitted to this 400bhp/380lb/ft TT costs £11,000. Cheaper kit arrives Feb '07

pushes adrenaline  
into overload