

STAFF RIDES

WHERE WE EXPRESS OUR MODDING JUICES



Gez weren't happy when he realised we'd been playing the old 'Superglue on the wishbone' game again.



"Is it me or is there a strange orange glow coming from this Audi?"
"You're not wrong son!"

CONTACTS

Milltek Sport
www.millteksport.com
0845 2008150
PowerStation
www.powerstation.org.uk
01684 296675

GEZ'S S4

So, I'm rollin' round in my S4, lovin' the luxury that's so far escaped me due to a string of stripped out shitters. But then I started to get an annoying niggle. I had 2.7-litres pumping away up front assisted by two KKK turbos, and yet, as I nailed it down the country lanes on my way home, the beast sounded like a gentle breeze. Very queer. I had to get a fruity number, and quick.

Having been in the Jap camp for a good few years I had little knowledge of who were the big cheeses in Euro flava exhausts, so I asked assistance from our fountain of product knowledge. It took Ben approximately 1.7-seconds to respond with the magic word 'Milltek'. He went on to say, "One of their pipes will improve power and torque, increase throttle response, reduce weight, give a deep fruity sound, off..." at which point I rudely switched off to his rambling and went to www.millteksport.com for a squiz at their product range.

It didn't take long to figure out that I wanted a Milltek, and not much longer to pick up the phone and order my dream system. Unfortunately for me, it seems these boys do make a good pipe, as product had been flying out so fast they had been unable to keep up

with the production. They had the tasty, dual 2.5-inch cat-back system and rear box with twin, stepped 76.2mm Special tips, but were out of stock of the down-pipes and hi-flow cats. Bugger. They said the cats were just a week away, but could I wait? Could I fuck!

So the plan was to get the beast tested on the rolling road to figure out how fit she was, then install the cat-back pipes, test her again... then go through the same process in a couple of weeks when the cats came through. If nothing else, it would be a good excuse to get her mapped at the same time.

Needing a skilled mechanic and a 4WD rolling road, I headed off to PowerStation in Gloucester. These folks have been at the forefront of serious power tuning since '98 and

were just a bit more than capable looking after my Audi.

A power run in stock trim showed the S4 was pushing out 264bhp, 11bhp down on factory spec – probably due to fucked spark plugs and a leaky recirc valve. The Milltek slipped on and lined up like a dream, the tips blending with the valance a treat, and then it was back onto the rollers for another hit.

A good run showed that the pipes gave a 10bhp hike from 3500 to 5500rpm – now that's proper real-world useful power. As for peak power, the cats were a limiting factor. I can't wait to see what she can do with the hi-flow versions on.

On the journey home it just got better and better. Ben sure was right about one thing; the Milltek pipes delivered a well fruity sound.



Guess what their website is...

TOTAL SPENT
£742

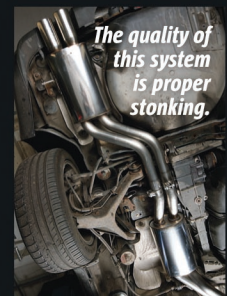


Milltek 2.5-inch cat-back system with twin Special tips..... £688
A session on PowerStation's rolling road for power runs..... £50
Gez's litre tub of hair gel..... £4

PROGRESS BAR



Gez gayly eyes up two big holes.



The quality of this system is proper stonking.