

AUDI S3

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An S3 isn't exactly slow but, for one power-crazed Dutchman, 210bhp wasn't enough.

Words: Elliott Roberts **Photos:** Max Barry





A though an Audi S3 would be quick enough for most, one man had other ideas. After owning a BMW M3, a stock Audi S3 just didn't cut the mustard for 30-year-old Gérard Mischonick. Naturally, he did the obvious thing and paid a visit to Jensen & Co. Well, it would be rude not to, wouldn't it?

As most readers will know, Jensen's firm, J&C Engineering, is one of the top forced induction tuners in Europe, so Gérard's motor was in good hands.

Gérard's a buddy by trade too, according to his buddies, spends a lot of time on holiday (not the car) last. So while Gérard's busy, Jensen can play.

As most of you know, the stock S3 relied on low-

production fuel with an impressive 230Cm. Not bad for what's classed as an over-sized turbocharger. Being an Audi with ballbearing pistons and a four-wheel drive system, it's not the lightest cookie around. So the power states needed tuning to quench his craving for speed.

Gérard had stepped out of a Beamer with a similar herb weight that churned out a whopping 247-hp. Stepping into the Audi, it was bound to feel underpowered. However, both chips were well aware the multi-valve four-cyl had to even longer to be fully exploited, and it was about time they did something about it.

Some of you may be cringing at the thought of modifying such a sorted car, but all credit to Gérard. He's not screwed with

the styling too much. It's still pretty much a sleeper from outside. Well, as much as a sleeper as a yellow S3 could be.

Well, it have thought a bright yellow car could look so hot? It's amazing what a set of adjustable rims and height adjustable coilovers can do for one's image. The original rims really were the weak link.

Fitting the sizeable 18" OE wheels meant Gérard (or rather Jensen) has been able to add a needed brake upgrade. As with most J conversions, it comprises AP racing coilovers and whopping 330mm discs. You can't argue with that.

The other benefit of 18" rims (apart from looking tough), is that they don't show brake dust. And that's a good thing.

Moving on to the business end,

Jensen managed to squeeze 256 from the engine with a simple chip change. However, Gérard longed for more, so phase two was quickly initiated.

In basic terms, the engine's internals have been upgraded, with forged pistons (bore) over the compression and Curvik rods to cope with the increased load from the hefty Garrett T3/T4 hybrid turbo, which runs a whopping 2.2bar (33psi) boost.

The motor also runs a race-spec, exhaust-mounted three-in-one catalytic converter (and planning), plus larger headers.

With a claimed output of 713bhp and 363 lb/ft at 5600rpm, the car isn't shy, therefore, the machine comes to life at 5000rpm, when all hell



Above: 18" OE's provide space for AP four-pots, 330mm discs



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breaks loose. As Jerom put it: "Under 5000rpm there's nothing."

He is, however, working on a new inlet manifold which will allow eight injectors and should improve fueling in the mid-range.

We asked Jerom how much a similar package would cost if another customer expressed an interest. The reply: "Around £9100." It's not cheap, but a reliable 400bhp never is.

The six-speed will soon feature a new sequential mechanism, which sounds intriguing.

Whatever the price and complexity, the pair have virtually doubled the engine's output. Something that would have been near impossible on Gerard's previous M3 without the use of forced induction. And besides,

who really lusts after 400bhp through the rear wheels? (Are you joking? - Ed)

The next step will be to fit a larger intercooler in place of the two existing units. Oh, and even more boost. Should be interesting.

Look out for Gerard and the JD Engineering posse at GTI International 2002 where they'll be trying to dominate the sprint competition, as usual.



DUB DETAILS

ENGINE: 1800 20v with special forged pistons, lower compression ratio, Carrillo H-profile con rods, US exhaust manifold, Garrett T3/T4 hybrid turbo running 2.2bar boost, external wastegate, JD Engineering blow-off valve, uprated injectors and fuel pressure regulator, modified airflow meter, custom induction kit with K&N filter, remapped ECU, modified intercoolers and pipework, custom exhaust system, lightened and balanced flywheel, Sachs clutch, stock six-speed 'box

CHASSIS: 8x18" OZ Superleggera rims with 225/35 ZR18 Pirelli P Zero rubber.



Above: lovely still life photo of a blow-off valve feeding

Height-adjustable H&R coilovers, AP Racing six-pot calipers, 330mm discs

OUTSIDE: modifications to grille and lower air ducts

INSIDE: carbon dash insert with boost and temp gauges

SHOUT: JD Engineering (0031 573 258752, info@jdengeering.nl)



Above: when 210bhp isn't enough - enlist forged pistons and Carrillo rods together with hybrid turbo at 2.2bar for 400bhp