

Fast front
wheel drive
shootout

WORDS SHAUN CLEARY PHOTOS THOMAS WIELECKI

Full Frontal

Can local tuners really deliver

Focus RS-rivalling performance?





If you haven't already heard us tell you just how good Ford's maniacal Focus RS is, let us tell you again: it's effing brilliant. Parked up, it looks like a deranged animal that wants to eat your children. On the road, it'll carve up just about any car this side of an R35 GT-R. And on the track, it clocked a lap time around Wakefield Park (a 1:10.6) faster than any front-driver we've ever taken there. On stock-standard Conti Sport Contact 3 tyres.

Think of the legends that Wakefield Park lap time eclipses.

The 2006 PCOTY-winning Audi RS4. The last-of-the-straight-six-M-cars: BMW's E46 M3. The big Aussie six that changed our local performance car landscape forever: FPV's BF F6 Typhoon. All beaten, now, by a bum-dragger. A seriously fast one.

But the Focus RS is more than a lap time. Each of the 315 that Ford Australia managed to snaffle off the end of the production line in Europe are guaranteed cult hero status. The last-generation Renault Megane F1 R26 may be remembered as the production car that showed what front-drivers are capable of, but it's the Focus RS that

hot hatch and turn it into a track-muncher yet still enjoy it every day. So we're here to see just how convincing their work is, but with a twist. We already know how good these five hatches scuttle around town and on country roads, but we're going to test their racetrack mettle. And there's nowhere to hide, because we've brought along a Focus RS straight from the showroom to keep them honest.

To prove its first Wakefield Park benchmark was no fluke, Luffy starts off by sending the Focus around again within two-tenths, clocking a 1:10.8. Considering what Goulburn's crisp morning air does for track grip, there's nothing in it.

You can feel the cooler track temperature as the front tyres scrub across the surface mid-corner. Initial point is excellent, as is the LSD's ability to transfer the engine's considerable stonk to the ground. This is underlined by its standing acceleration. Despite its lack of semi-slick tyres, the Focus was still only 0.05sec slower to 100km/h than the

The XR5 offers a great mix of corner-

will go down in revhead history as the bully who drove home the point with a brutal sucker-punch to the face.

While Ford Australia insists all 315 are already snapped up, lucky owners can rejoice in the knowledge that their \$60K layout is almost guaranteed collectible status and is one of the best modern performance car investments of recent times. But what if you missed the boat? Or your heart was already stolen by another hot hatch? That doesn't mean you have to forego Focus RS levels of performance.

Some of Australia's top tuners, who you've seen before in the Hot Tuner Shootout, have demonstrated that you can take virtually any

fastest car here today, notching up a 6.0sec run. The 224kW/440Nm turbo five backed-up the car's power-down with serious muscle, too, racking up the second-highest top speed at the end of straight, at 179.06km/h. It gives the tuners something to digest.

Peter Fitzgerald's Evolve Technik should be up to the challenge. 'Fitz' cleaned up the Bang For Your Buck award with his Polo in our first Hot Tuner Shootout in 2009, and back-to-back outright gongs with a pair of killer 911s. But don't think Evolve Technik has been the work of a minute. Fitzgerald has a lifetime of motorsport experience behind him, and he has probably forgotten more about making cars (especially rear-engine, rear-drive ones) go quick than most would ever hope to know.

That's why Ross Cardillo took his Focus XR5 to Fitzy. He originally wanted a Focus RS, but as he already owned the XR5, he thought it might be worth some work first. And as we found out when we drove it in our March issue, the result is far from half-RS'd. Logistical issues forced our hand last time, so we weren't able to drive it on the racetrack, but not this time.

We already knew how adept it was on the road, with its custom suspension offering a great mix of corner-carving panache and everyday comfort. But with Bridgestone Potenza RE55S semi-slick rubber now bolted on, it carries that great form over to the racetrack, displaying fantastic chassis balance and a surprising amount of grip, considering its suspension isn't the firmest here.

Power-wise, Evolve has done all the usual tweaks to the air intake, ECU and exhaust, employing a Quaife LSD to shift all the grunt to the road without fuss. The engine's torque arrives earlier than the Focus



Injecting Room

To produce the kind of power figures this engine now achieves required some serious fuel delivery, so Evolve Technik installed some Focus RS-spec fuel injectors

Getting Hosed

The race-spec Forge intercooler and plumbing looks worth having, even without power gains. The colour-coded blue silicon hoses guarantee reliability

Stickler for Detail

Owner Ross Cardillo knows that the XR5 nameplate is Aussie-only, and prefers his car to be called its rightful name: Focus ST. He imported some badges (below)

carving panache and everyday comfort



Carbonfibre effect vinyl wrapping over the XR5's roof gives the Evolve Focus some extra intent





Strut Your Stuff

It's hard to see, but behind the monolithic intercooler is a front strut brace, which forms part of the handling pack. There's also stiffer front and rear sway bars beneath

Cooling Off

New Hyperflow top-mount intercooler covers 30-percent more area than standard MPS issue, which helps to deliver more consistent peak power by keeping intake temps down

Paper Waste

The air filter might look standard, but the element inside has been replaced with a washable Unifilter, avoiding the need to keep changing paper filters



RS, but it doesn't quite have the strength at the top end. As a result, the RS peaks 9km/h faster at the end of the main straight. Team RS fit Green Kermits with bigger Borg-Warner K16 turbos than that in the Evolve Focus, though, which retains the standard XR5 snail.

There are other benefits that the XR5 lineage carries over in the Evolve car. The fact it possesses five doors offers obvious practical advantages, as does the quality of its seating, which is far more agreeable for the daily commute. The high wings on the seat base of the RS's Recaros hold you nicely in place on the racetrack or a twisty country road, but they're prone to doing you a mischief as you enter and exit the otherwise XR5-spec cabin, and we reckon that its firm ride is probably a bit too harsh to enjoy on the daily commute.

Peak numbers are what tuners trade in,

and the MPS reaps 30kW and 50Nm



An ability to better handle daily driving duties is one of the biggest improvements the current-gen Mazda 3 MPS exhibits over its predecessor, as is its management of the 2.3-litre turbo four's torque. All 380Nm of it. The first MPS was a handful at best, like an unguided missile at worst, but the second gen just about fixed all that by cutting torque by 25-percent as soon as the driver wound on any steering lock (even just a few degrees). This system, active in first, second, third and fourth gears, has improved the showroom-spec MPS' on-road manners by a quite a margin.

So it was with a little apprehension that I receive news of exactly what Sydney-based car tweaker Brett Middleton has been up to inside the MRT-tuned MPS. Worryingly, it seems to centre around the very same "torque limiter" arrangement being "switched off". I cringe; surely no good could possibly come of this.

However, what MRT has done with this car catches me completely by surprise: they've released some of that bridled engine performance, and massaged enough critical parts to make the whole package more desirable. Far from loathing it, if I had to choose any of these hot hatches as a daily driver, it'd probably be the MPS.

Apart from the typically garish MRT sticker kit, there's few external cues to its better-than-stock status. The wheels are standard, and the larger top-mount intercooler is hidden from view. Middleton says the new intercooler takes up 30-percent more area than the original, and rather than delivering a power increase by itself, its cooling properties allow for a more consistent delivery.

But peak numbers are what tuners trade in, and the XB kit applied to the MPS reaps around 30kW and 50Nm at the front treads. That's a pretty hefty gain, and it comes from MRT's trademark ECUTEK computer work, a Unifilter cold-air intake as well as the obligatory upgraded exhaust system. Middleton says that the stock rear-end of the exhaust already flows pretty well, and isn't worth replacing, so he's replaced everything forward of the rear muffler, all the way to the back of the turbo, with a high-flow catalytic converter in between.



Powered-up MRT Mazda 3 MPS proved a real surprise package on both road and track





Black 17-inch OZ Racing alloys and APR livery contrast nicely with the white body colour

The suspension has had some custom work done, too. Whiteline offer some components, but not a 'kit' as such. Front and rear sway bars, a front strut brace and lowered springs all round make up the bulk of it, along with a camber correction kit and requisite wheel alignment. Brake rotors have been replaced by slotted jobbies and are now clamped by sports pads, while high-grade DOT 5 brake fluid fills the new stainless steel lines.

As you can see, there's been a lot of work carried out in many different areas, despite the Mazda's stock-standard appearance. The result is a car that shows improvement on both road and track.

On a quick trip up the road, the engine immediately feels fitter, with significantly more bottom-end torque. The stock car musters max twist at 3000rpm, but the MRT MPS launches hard about a grand earlier, yet still manages to hang on to 6500rpm. The spread of power feels broad and linear, and the throttle response is good.

This helps on the racetrack, where it's easy to modulate the throttle out of tight corners to maintain both boost and traction. The MPS has to be driven with discipline on corner exit - you can't be too greedy on the throttle - but there's reward for the challenge. Without the benefit of semi-slicks, the MRT Mazda managed a decent 1:12.3.

There's still a fair bit of entry and mid-corner push that needs to be tuned out, and the brakes are really only good for a couple of hard laps. It may be the slowest here, but MRT has made an effort to ensure the MPS remains a comfortable day-to-day tool.

The positive shift kit mightn't offer any measurable improvement in performance, but as its name suggests, it offers a more precise action than the standard gearbox for a better experience. And that



What's The Diff?

Although the Polo hasn't received a limited-slip diff yet, there's plans to install one and fiddle with the twin-clutch DSG's calibration for improved refinement

Twin Power

Unlike the others, the Polo GTI is force-fed via two means, thanks to VW's twincharging tech. A supercharger bolts to the bottom-end, before a turbo takes over the top-end

Getting Fresh

The most significant improvement to power consistency lies with the 50-percent larger intercooler, which halves air intake temps from 80 to 40 degrees

It's pretty clear that the Polo GTI project is

one worth chasing down



encapsulates exactly what MRT is trying to achieve with this car.

On the other hand, Guy Harding's Queensland-based APR tuning house doesn't do things by halves when asked to present its best work, stumping up two rockets for our perusal: the Volkswagen Golf GTI that we saw at the Hot Tuner Shootout last year, and a new VW Polo GTI - apparently the first tuned MkIII Polo GTI in the world.

The diminutive hatch certainly looks the part, with black stripes flowing from the headlights to the A-pillar, a black-and-red pattern on the bonnet, black 17 by 8.0-inch O.Z. Racing alloys and a graphic design down the side doors. Harding tells me that the design is the work of an actual tattooist, and the whole decal comes from APR in the US. The visual package looks great, especially on a white body.

When it comes to internals, Harding hasn't yet had a chance to push the twincharged engine's envelope, and has instead spent much of his time ironing out deficiencies. He says the air intake temperature for the supercharger was around 80 degrees, which is too hot to consistently produce the kind of power he's after. To

Modest power increase means the Polo doesn't need an LSD just yet, but it's in the pipeline



All-new platform, only five weeks old, just 1400km clocked up and it was still *this* fast...





Max Power

APR's Stage 3 kit includes a bigger Garrett turbo and larger intercooler, along with associated gaskets and plumbing. The end result is a GTI with 285kW/520Nm

Sound Science

Nothing spoils an engine note like exhaust baffles. APR's system loses them, in favour of special sound matting that bounces audio frequencies into each other

Kitchen Sink

The Golf GTI has had the most work done of any of these cars, with around \$27K added to a five-door GTI's \$40,490 sticker price. At least you get plenty of bang for your buck...



Massive 370mm rotors and four-pot Alcon calipers provide awesome stopping power



A slight tyre size mis-match means the outside rim of the tyres foul the front guards under hard lateral cornering, but other than that, the Polo is, dynamically, a dream. It has huge cornering grip, and feels just as lithe as its weighbridge ticket suggests. It's also quite stiff and so sits flat through corners, and the beefier sway bars allow it to put its power down quite well, despite its current lack of an LSD.

It will gain a slipper front diff eventually, when Harding fits a bigger turbo to the twincharged engine, which he says is necessary, as the smallish stock unit holds the supercharger back a little on crossover. The Polo's braking is also part of its strong suit, thanks to 328mm four-pot Alcon front brake package. But if you want serious retardation, look no further than the Polo's APR cousin, the Golf GTI.

To be honest, this thing is more like a racecar than a road car. The monster 370mm four-pot Alcon front brakes provide amazing

The GTI is more like a racecar

than a road car. It's a serious bit of gear



This is well advised, as the DSG serves to be the Polo's Achilles heel. Even at parking speeds, the computer in charge doesn't seem at ease with the engine's higher state of tune, as it struggles to smoothly engage and disengage the clutch at crawling speeds. It's not a serious problem, but the odd clumsy jerk exposes it as inferior to our prior experience of VW's twin-clutch 'box'.

On the track, though, our complaints echo our previous DSG gripes, in that it doesn't always downshift when commanded to, and you can't short-shift to limit wheelspin if you push the throttle past the overboost detent as it will kick-down to the lower ratio – even in manual mode. However, Harding intends to correct these issues.

But it's pretty clear that the Polo project is one worth chasing down. The stock three-door weighs just 1189kg, making it the lightest here by almost 200. And on a racetrack, the less weight you have to accelerate, brake and turn, the faster your car will be.

See if you can pick the Queenslander who's never been to Wakefield Park during winter...





It's a serious bit of gear, and carried amazing speed through all of Wakefield's corners, before clocking an astonishing 1:09.2 lap time and highest v-max of 184.28km/h. R-compound rubber or not, that almost defies physics for a fully-furnished, street-legal front-driver.

In all fairness, though, neither APR car is as comfortable on the road as the Evolve Focus, the MRT Mazda, or even the Focus RS, although both Veedubs are currently used as daily drivers. Their ride is very firm - the Golf even fusses over Wakefield's smooth track surface - but if you want outright racetrack ability, and are prepared to pay the price in terms of around-town comfort, then these two offer a great demonstration of just what is possible.

Price-wise, they top-and-tail the field, with the Golf demanding the biggest ask, at \$67,780 (including purchase of the car and tuning as you see it here). You can obviously leave some parts out, but at present, this is probably the fastest front-driver money can buy. Nipping at its heels is the Polo, which at \$42,765, offers a far better value equation, even when you throw an LSD and some DSG tuning on top. There's no doubt it will end up faster, too, with the plans Harding has for the pint-sized hatch.

This leaves the Evolve Technik Focus (\$58,150) and the MRT Mazda 3 MPS (\$48,805) somewhere in between. Both tuning packs offer significant real-world improvement on road and track; it just depends where your priorities lie.

But our exercise provides two valuable lessons: no matter what hot-hatch you buy or how short you feel it falls of your expectations, a reputable tuner can turn your car into the firecracker you've always dreamed of; no matter if you're heart's set on a racetrack warrior or a muscled-up street sleeper. And the level of risk you assume in all of this is almost negligible, as all the tuners we've dealt with offer their own brand of warranty or guarantee. It's not like the bad old days.

And the second lesson? We all should have bought a Focus RS. □

A tuner can turn your car into the fire-cracker you've always dreamed of



FORD FOCUS RS

DRIVE	front wheels
ENGINE	in-line 5, DOHC, 20v, turbo
CAPACITY	2522cc
POWER	224kW @ 6500rpm
TORQUE	440Nm @ 2300-4500rpm
KERB WEIGHT	1492kg
POWER-TO-WEIGHT	150kW/tonne
TRANSMISSION	6-speed manual
SUSPENSION	struts, A-arms, anti-roll bar [f]; multi links, coil springs, anti-roll bar [r]
BRAKES	336mm ventilated discs, single-piston calipers [f]; 302mm solid discs, single-piston calipers [r]; ABS, EBD, DSC
WHEELS	19 x 8.5-inch, alloy
TYRES	Continental Sport Contact 3
SIZE	235/35 ZR19 91Y
PRICE	\$59,990

EVOLVE FOCUS XR5

DRIVE	front wheels
ENGINE	in-line 4, DOHC, 16v, turbo
CAPACITY	2261cc
POWER	220kW @ 5200rpm (est)
TORQUE	430Nm @ 2800rpm (est)
KERB WEIGHT	1456kg
POWER-TO-WEIGHT	135kW/tonne
TRANSMISSION	6-speed manual
SUSPENSION	struts, A-arms, anti-roll bar [f]; multi links, coil springs, anti-roll bar [r]
BRAKES	320mm ventilated/ slotted discs, single-piston calipers [f]; 280mm solid discs, single-piston calipers [r]; ABS, EBD, BA, DSC
WHEELS	18 x 8.0-inch, alloy
TYRES	Bridgestone Potenza RE555
SIZE	225/40 R18 89W

MRT MAZDA 3 MPS

DRIVE	front wheels
ENGINE	in-line 4, DOHC, 16v, turbocharged and supercharged
CAPACITY	1390cc
POWER	165kW @ 5500rpm
TORQUE	340Nm @ 3200rpm
KERB WEIGHT	1189kg
POWER-TO-WEIGHT	139kW/tonne
TRANSMISSION	7-speed dual-clutch
SUSPENSION	struts, A-arms, anti-roll bar [f]; torsion beam, coil springs, anti-roll bar [r]
BRAKES	320mm ventilated/ slotted discs, four-piston calipers [f]; 272mm solid discs, single-piston calipers [r]; ABS, BA, TSC, ESP
WHEELS	18 x 8.5-inch, alloy
TYRES	Hankook Ventus TD
SIZE	225/40 ZR18 92Y

APR POLO GTI

DRIVE	front wheels
ENGINE	in-line 4, DOHC, 16v, turbo
CAPACITY	1984cc
POWER	285kW @ 6000rpm
TORQUE	520Nm @ 3500rpm
KERB WEIGHT	1476kg
POWER-TO-WEIGHT	193kW/tonne
TRANSMISSION	6-speed manual
SUSPENSION	struts, A-arms, anti-roll bar [f]; multi links, coil springs, anti-roll bar [r]
BRAKES	370mm ventilated discs, four-piston calipers [f]; 272mm solid discs, single-piston calipers [r]; ABS, BA, TSC, ESP
WHEELS	18 x 8.5-inch, alloy
TYRES	Hankook Ventus TD
SIZE	225/40 ZR18 91Y

APR GOLF GTI

DRIVE	front wheels
ENGINE	in-line 4, DOHC, 16v, turbo
CAPACITY	1984cc
POWER	285kW @ 6000rpm
TORQUE	520Nm @ 3500rpm
KERB WEIGHT	1476kg
POWER-TO-WEIGHT	193kW/tonne
TRANSMISSION	6-speed manual
SUSPENSION	struts, A-arms, anti-roll bar [f]; multi links, coil springs, anti-roll bar [r]
BRAKES	370mm ventilated discs, four-piston calipers [f]; 272mm solid discs, single-piston calipers [r]; ABS, BA, TSC, ESP
WHEELS	18 x 8.5-inch, alloy
TYRES	Hankook Ventus TD
SIZE	225/40 ZR18 91Y

WORKSHOP

WHO	Evolve Technik
WHERE	4/27/29 Lexton Rd, Box Hill North, VIC 3129
SINCE	2009
SPECIALTY	European vehicles
CONTACT	1300 980 898
christian@evolve-technik.com.au	
WEB	evolve-technik.com.au

PRICES AND PARTS

ECU tune	incl.
Cold-air intake	incl.
Intercooler	incl.
Exhaust	incl.
Coil-overs	incl.
Sway bars [f&r]	incl.
DBA/EBC Brake Upgrade	incl.
Quaife LSD	incl.
HANDLING PACK	\$11,787
POWER PACK	\$9783
VEHICLE PRICE (MRP)	\$36,490
TOTAL COST	\$58,150

WORKSHOP

WHO	MRT Performance
WHERE	1 Averill St, Rhodes, NSW 2038
SINCE	1994
SPECIALTY	Performance mods
CONTACT	(02) 9767 4545
christian@mrtperformance.com.au	
WEB	mrtperformance.com.au

PRICES AND PARTS

ECU tune	incl.
Air filter	incl.
Adjustable blow-off valve	incl.
Intercooler	incl.
Exhaust	incl.
Alcon brake upgrade	incl.
Coil-overs	incl.
Sway bars [f&r]	incl.
Lowered springs	incl.
Positive shift kit	incl.
Camber correction kit	incl.
Brake upgrade	incl.
HANDLING PACK	\$4910
POWER PACK	\$5460
VEHICLE PRICE (MRP)	\$38,435
TOTAL COST	\$48,805

WORKSHOP

WHO	APR Australia
WHERE	2/63 Fisher St, East Brisbane, QLD 4169
SINCE	1998
SPECIALTY	European vehicles
CONTACT	1300 730 969
info@goapr.com.au	
WEB	goapr.com.au

PRICES AND PARTS

ECU tune	incl.
Cold-air intake	incl.
Intercooler	incl.
Turbocharger	incl.
Exhaust	incl.
Limited-slip differential	incl.
Coil-overs	incl.
Sway bars [f&r]	incl.
Suspension bushes	incl.
HANDLING PACK	\$8395
POWER PACK	\$6580
VEHICLE PRICE (MRP)	\$27,790
TOTAL COST	\$42,765

PRICES AND PARTS

ECU tune	incl.
Cold-air intake	incl.
Intercooler	incl.
Turbocharger	incl.
Exhaust	incl.
Sway bars [f&r]	incl.
Alcon brake upgrade	incl.
Coil-overs	incl.
Limited-slip differential	incl.
Coil-overs	incl.
Sway bars [f&	

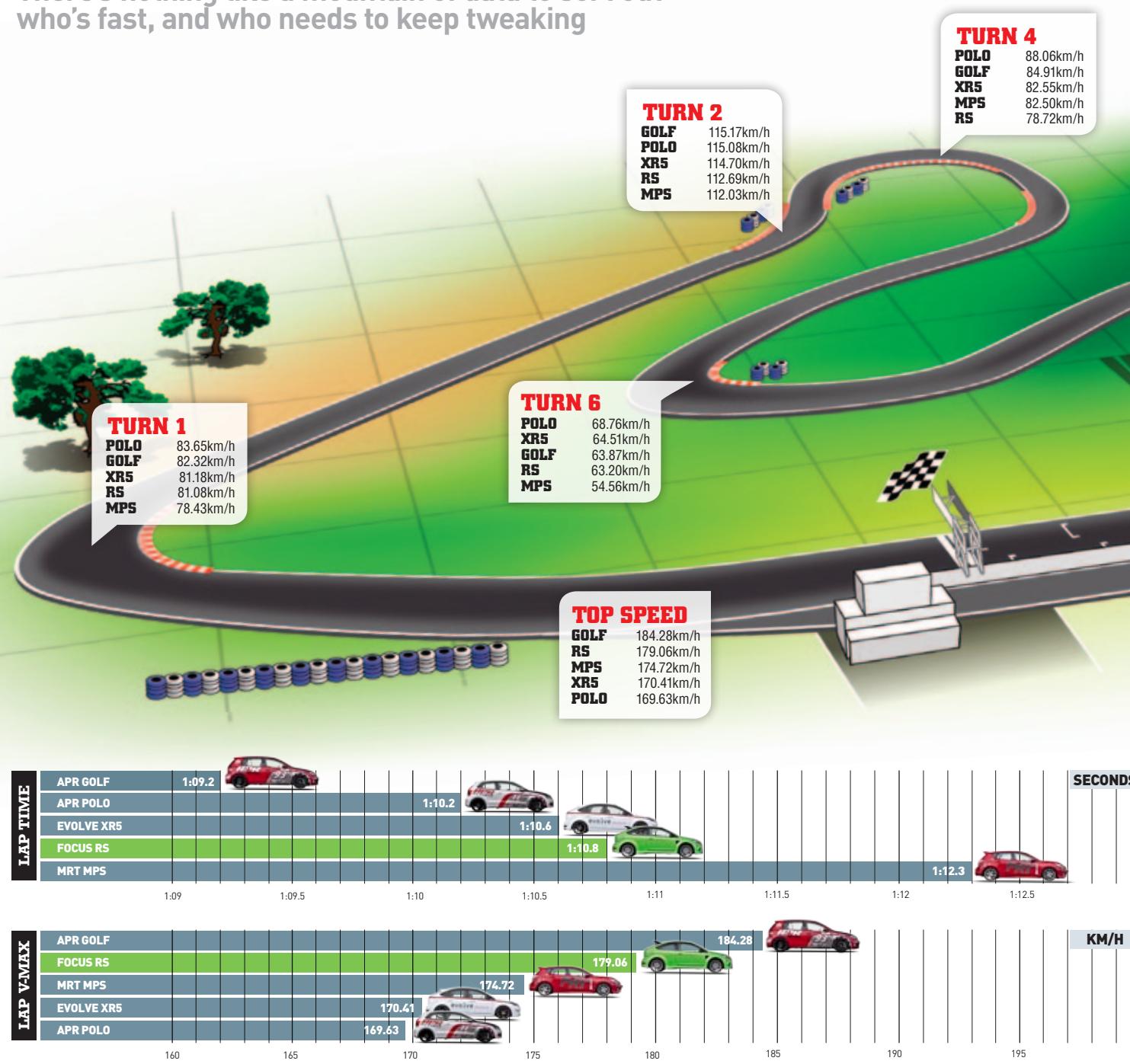
Fast front
wheel drive
shootout

All times are recorded using PerformanceBox

CARS TESTED	LOCATION	ELEVATION	DRIVER	WEATHER	SURFACE	TEMP	TIME
1 FORD FOCUS RS	WAKEFIELD PK	650m	W Luff	Dry	Hard, grippy	13 degrees	11.08am
2 EVOLVE FOCUS XRS	WAKEFIELD PK	650m	W Luff	Dry	Hard, grippy	13 degrees	9.34am
3 MRT MAZDA 3 MPS	WAKEFIELD PK	650m	W Luff	Dry	Hard, grippy	14 degrees	9.55am
4 APR VW GOLF GTI	WAKEFIELD PK	650m	W Luff	Dry	Hard, grippy	14 degrees	10.10am
5 APR VW POLO GTI	WAKEFIELD PK	650m	W Luff	Dry	Hard, grippy	15 degrees	10.30am

Fast forwards

There's nothing like a mountain of data to sort out who's fast, and who needs to keep tweaking



FOCUS XR5	MRT 3 MPS	APR POLO GTI	APR GOLF GTI	FOCUS RS
0-10km/h 0.47sec	0-10km/h 0.53sec	0-10km/h 0.50sec	0-10km/h 0.76sec	0-10km/h 0.57sec
0-20km/h 1.00sec	0-20km/h 1.07sec	0-20km/h 0.96sec	0-20km/h 1.29sec	0-20km/h 1.09sec
0-30km/h 1.49sec	0-30km/h 1.61sec	0-30km/h 1.41sec	0-30km/h 1.82sec	0-30km/h 1.61sec
0-40km/h 1.96sec	0-40km/h 2.13sec	0-40km/h 1.85sec	0-40km/h 2.27sec	0-40km/h 2.12sec
0-50km/h 2.46sec	0-50km/h 2.62sec	0-50km/h 2.34sec	0-50km/h 2.76sec	0-50km/h 2.63sec
0-60km/h 3.10sec	0-60km/h 3.55sec	0-60km/h 2.90sec	0-60km/h 3.30sec	0-60km/h 3.16sec
0-70km/h 4.01sec	0-70km/h 4.10sec	0-70km/h 3.49sec	0-70km/h 4.28sec	0-70km/h 4.06sec
0-80km/h 4.69sec	0-80km/h 4.74sec	0-80km/h 4.31sec	0-80km/h 4.79sec	0-80km/h 4.65sec
0-90km/h 5.47sec	0-90km/h 5.48sec	0-90km/h 5.13sec	0-90km/h 5.31sec	0-90km/h 5.28sec
0-100km/h 6.50sec	0-100km/h 6.75sec	0-100km/h 5.96sec	0-100km/h 5.95sec	0-100km/h 6.00sec
0-110km/h 7.73sec	0-110km/h 7.62sec	0-110km/h 7.03sec	0-110km/h 7.18sec	0-110km/h 7.17sec
0-120km/h 8.74sec	0-120km/h 8.61sec	0-120km/h 8.19sec	0-120km/h 7.71sec	0-120km/h 8.08sec
0-130km/h 10.03sec	0-130km/h 9.80sec	0-130km/h 9.38sec	0-130km/h 8.49sec	0-130km/h 9.06sec
0-140km/h 11.37sec	0-140km/h 11.37sec	0-140km/h 10.78sec	0-140km/h 9.36sec	0-140km/h 10.14sec
0-150km/h 13.25sec	0-150km/h 12.73sec	0-150km/h 12.66sec	0-150km/h 10.79sec	0-150km/h 11.70sec
0-160km/h -	0-160km/h 14.33sec	0-160km/h -	0-160km/h 11.91sec	0-160km/h 13.13sec
0-170km/h -	0-170km/h -	0-170km/h -	0-170km/h 13.14sec	0-170km/h -
400m 14.62 @ 158.67km/h	400m 14.60 @ 161.42km/h	400m 14.25 @ 158.23km/h	400m 13.92 @ 175.87km/h	400m 14.22 @ 167.09km/h
80-120km/h 4.0	80-120km/h 3.9	80-120km/h 3.9	80-120km/h 3.1	80-120km/h 3.4

