

GROUP THRASH



GEOFF FONE Mk4 GOLF R32 S/C

ENGINE

V/F Engineering supercharger kit with Revo Stage 2 software, K&N filter with bespoke piping, airbox removed, washer bottle relocated, standard internals and exhaust. Power – 310bhp 270lb ft with 95ron fuel

0-60: 5.50

0-100: 14.19

1/4-mile: 14.22 @ 100.23

Max speed: 155.11



Remapping is extremely big business these days and one name in particular that keeps cropping up is Revo Technik. The software specialist has made a real name for itself over such a short period of time, so we felt the need to take a closer look.

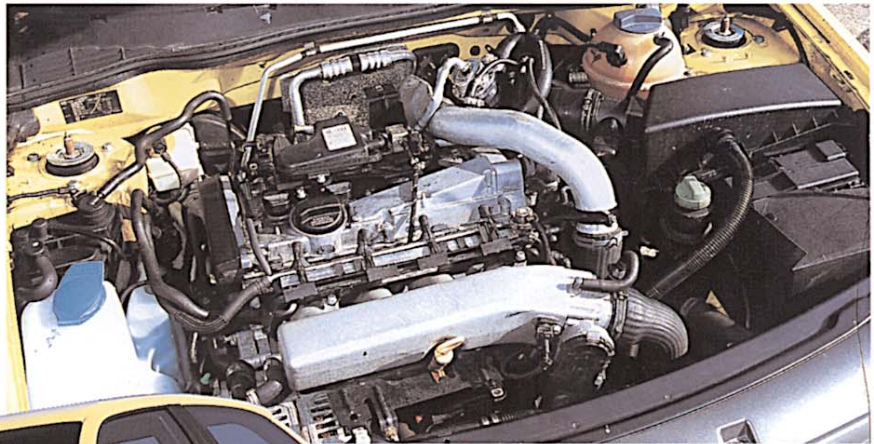
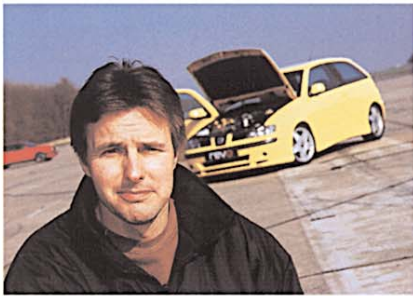
Understandably, being in our position and the fact that the modified VW scene is such a close knit community, we get to hear mixed views on most companies. Where Revo is concerned, however, well, all we've heard are good things and so what better way then for us to investigate all the hype by arranging a little trip to Bruntingthopre for a shake down? We also invited along the NOS-

junkies from JBS Auto Designs (one of Revo's top UK dealers), to join in the fun and mix things up a bit.

Often we've found some firms to be a little dubious when it comes to putting their money where their mouths are, but Revo must be 100% with its product as the team couldn't wait to show us its hardware (or should that be software?). And what an interesting mix of machines they came up with, too! The line-up ranged from Seat, Skoda and VW in hatchback, saloon and convertible forms with engines including those that had been supercharged, turbo'd and even nitrous-injected. It was going to be one interesting day.

Unlike most of the more established software firms which only offer maps for standard-spec cars, Revo can go one better. According to Geoff Fone, the team has been working closely with a number of its tuning partners (JBS included) that offer supercharger and turbo (hardware) upgrades so it can write codes for these types of cars, too.

In simple terms, if you want a basic remap for your 1.8T (which might just have a filter and exhaust upgrade) then that is classed as Stage 1 and relatively straightforward. If, however, you then fancy going to the next level of a supercharger or turbo upgrade then chances are Revo will have a Stage 2 upgrade for that, too. "If customers want a



RICHARD WASHBROOK
SEAT IBIZA CUPRA

ENGINE

1.8T 20v with Eurospec E05 Turbo, uprated injectors, 2.5" downpipe/exhaust, 100 cell cat, Forge intercooler, Revo software.

Power: high boost – 250bhp 315lb ft with 98ron fuel, low boost – 240bhp 280lb ft with 98ron fuel

0-60: 5.75

0-100: 14.33

1/4-mile: 14.46 @ 100.72

Max speed: 140.44

Stage 2 product, the dealer can source the hardware from one of our tuning partners, and offer an installation service," Geoff said. Following the turbo/supercharger fitment, all the dealer will need do is finish the upgrade by installing the Stage 2 software. "Incidentally, if the customers are upgrading from Stage 1 then they pay only the difference for the Stage 2 software," he told us.

The latest Stage 2 products to be launched include the kit you see here on Geoff's R32 (Revo Stage 2 software and a VF Engineering supercharger), and for 1.8T fans there's either a K03 turbo (and software to match) or the E05 alternative (as seen on Revo's Ibiza and Mk4 Golf).

As we mentioned, at present the firm is still quite small although it naturally has its own R&D department and no less than three sales and support offices worldwide. "Revo develops software and software accessories (ie: diagnostics, switching, etc), currently for VW, Audi, Seat, Skoda and Porsche," he told us. During 2004 the firm plans to branch out and offer kits for a number of BMW and Subaru models, plus the new MINI.

There's also a Stage 3 upgrade in the pipeline which, for example, where the R32 is concerned, will comprise of software to match the supercharger and also a front-mounted intercooler.

Revo's software is available via a

comprehensive network of tuning companies, and is unique with its optional switching programmes – the expression 'plug and play' couldn't be more appropriate.

For those that were beginning to worry about this feature turning into an advertorial, don't fret. There was plenty of action to be seen out on track. And although we had quite a versatile group of motors to check out, all eyes were on Geoff's freshly supercharged R32 and James's (top dog at JBS) nitrous-injected Octavia RS. Understandably, both cars are pretty unique and the guys were itching to see how the mods would translate into 'real' terms, so enough of the ol' waffle. Let the battle commence! ●