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Redline



■ 250BHP SCIROCCO

This Scirocco runs the same 197bhp turbocharged 2.0ltr engine as the Mk5 Golf GTI, so there's a wealth of tuning options available. Forge have got power up to 250bhp and 280 lb/ft with a remap, new intercooler and ram-air induction kit.

New Breed

The new VW Scirocco is set to be a tuning hit and Forge have got in there from the start **Words:** Stav **Photos:** Michael Whitestone



When it comes to the popularity of cars in the tuning scene, it's often hard to predict what's set to be a hit, with some vehicles just never making the impact you'd expect and others suddenly becoming a tuning favourite years after their first release. While some of this is down to popularity of the car with the general public, it's the companies that design and build the tuning parts that ultimately make or break a car's potential in the scene. The new VW Scirocco is a perfect case in point as, though it's a new car and still a rare sight on the roads, many tuners have fallen in love with its great looks and powerful 2ltr turbo engine, and have already started producing a huge array of tuning parts for the tuning market.

One of these tuners is Forge Motorsport, who have chosen the new Scirocco as their demo car, producing the most highly modified example in the UK. They have a long history of producing some of the finest alloy engine components around, but this isn't just about engine bay bling, it's got the complete package – a great all-round fast road car.

Understandably, the main focus is under the bonnet, where Forge have replaced every tank with an uprated alloy item and created a stunning ram-air induction kit – from alloy of course – which not only prevents the cone filter from ingesting hot air, but is large enough to give ample room to breathe even at big power levels – often the downfall of shielded induction kits. One of the main tuning parts on the engine isn't immediately visible unless you peer through the honeycomb mesh of the front bumper, and that's Forge's 'Twintercooler' front mount intercooler; so called because it works alongside, rather than replaces, the standard intercooler. Why? Because the standard 'cooler is good quality, has a large frontal area and didn't get in the way of fitting a front mount, so it was decided adding a front mount intercooler in front of the standard item was the best way of improving intake cooling. The engine mods have been topped off with a remapped ECU, which transforms the car's performance with huge increases in power and torque, really making the most of the new 'cooler and induction kit.

Away from the engine, the brakes have received attention in the form of huge eight-pot front calipers

and 355mm disks, while the suspension has been uprated with top quality AST coilovers, ensuring the car's a true all rounder, cornering and stopping as well as it accelerates.

On the outside, they've left the actual bodywork standard, as it would be all too easy to spoil the great looks of the original car and they wanted to let the tuning parts do the talking. It sure as hell doesn't look like a factory Scirocco though, as Forge have applied full company graphics, added a black vinyl wrap to the roof and bonnet and replaced the standard 18in turbine-style wheels with stunning deep dish 19in Finichi alloys in black with a polished lip. The inside, however, currently remains original – no bad thing, as Sciroccos come with one of the finest interiors on the market today, with front and rear sports seats stitched in soft black leather.

While all these upgrades sound good on paper, a real performance



car is all about the driving and if the car isn't significantly improved, or indeed, is made worse by these modifications, then they have all been done in vain. Thankfully, Forge were only too happy to hand us the keys for the day and give the car a serious road test, enabling us to give you a real unbiased report on how the car drives.

As we settled in to the comfy but supportive seats, the first thing that's obvious is the car seems to have just two foot pedals and what looks like an automatic gearshift, which is never a good start – even tiptronic autos are no fun in comparison to a manual 'box; but thankfully, this car has neither. What it does have is a double clutch DSG transmission that can be shifted with the steering wheel mounted paddles or allowed to shift automatically, but with none of the pauses usually associated with an autobox. In fact, in Automatic Sports mode the shifts are instantaneous, more like a race sequential 'box



“The remapped ECU transforms performance...”

Name Forge Motorsport **Age** We've been going for 12 years **Cost to build** A few quid! **Favourite part of the car** The new ram-air induction kit

■ FORGE MOTORSPORT

Forge are based in Gloucester and for years have been one of the best known alloy fabricators in the UK tuning scene, producing all manner of tuning and decorative engine parts, from intercoolers and dump valves to gear knobs and battery covers. They've branched out to the USA and have rapidly become very well known on the US tuning scene too. More recently they've started doing their own ECU remaps and silicone hose kits too. You can check out their websites at www.forgemotorsport.co.uk and www.siliconehoses.co.uk.



Above The 2.0ltr TFSI has been treated to the best Forge goodies



than an automatic. Totally unlike a conventional autobox, the DSG 'box in Sport mode actually makes fast road driving more enjoyable, giving the car a real point and squirt action and leaving no annoying pauses as you wait for it to kick down or change up a gear.

The big brakes are fantastically powerful and, though they feel far too sensitive at first – almost putting you through the windscreen if you push the pedal as hard as you would on most cars – it only takes a few minutes to get used to them and from then on they feel able to stop you from anything, which really inspires confidence.

The standard suspension has a push button on the interior changing them from Comfort to Sports mode and, though the uprated AST coilovers do away with that, they aren't uncomfortably hard for anyone used to uprated suspension, giving a firm but not harsh ride. It's nicer than the standard suspension on many sports cars and seems to totally resist body roll.

The engine, although great even as standard, has been really woken up by Forge's modifications. Combined with the clever DSG gearbox, it's always ready to launch you to the horizon, never leaving you

caught out of the car's power band. The Forge induction kit sounds particularly good, giving a noticeably metallic-sounding sucking noise as the turbo breaths in huge amounts of air, without it being too intrusive for a daily driver. Combined with the other engine upgrades, they've made a truly fast car.

Overall, this tuned Scirocco is a great all round improvement over the standard car, bringing much more excitement and feel of occasion to the drive, without spoiling its general road manners and ability as a daily driver, which is exactly what a good fast road car should deliver.

But it's still early days for the Forge Scirocco and with their designers and fabricators bringing out new products almost every week, you can be absolutely sure that this car, and the VW Scirocco tuning scene, will keep going from strength to strength. *Redline*



Spec VW Scirocco 2.0ltr TSI

• Engine

2.0ltr 16V turbo, Forge Motorsport remap, Forge Motorsport Cold Air Induction Kit, Forge Motorsport 'Twintercooler' front mount intercooler, Forge Motorsport intercooler hard pipe kit, Forge Motorsport silicone coolant hoses, Forge Motorsport boost hoses, Forge Motorsport carbon canister cover, Forge Motorsport washer bottle, Forge Motorsport battery cover, Forge Motorsport fuse box cover, Forge Motorsport header tank cap cover

• Transmission

Six-speed double clutch 'box with paddle shift

• Brakes

Forge Motorsport eight-pot front brake conversion with 356mm grooved disks and alloy bells, Forge Motorsport braided brake lines

• Suspension

Forge/AST coilover suspension front and rear

• Wheels & Tyres

8.5x19in Finichi Firenze alloy wheels in black with a polished dish, 235/35x19 Fullrun tyres

• Exterior

Roof and bonnet wrapped in black vinyl, full Forge Motorsport graphics

• Interior

Full leather trim

• ICE

Standard Sat Nav headunit – for now!

• Cheers to

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