

# THE FLYING BANANA



## Drive Time...

### Skoda Fabia vRS

Original:

Max Power: 130bhp at 4,000rpm

Max Torque: 228lb ft at 1,900rpm

0-62mph: 9.6sec

Max speed: 127mph

Superchipped:

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A heavy right foot in a Skoda Fabia vRS means instant demoralisation for any more conventional hot hatchback owners within sight. So imagine their dismay should you add some Superchips technology and step it up further...

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hen we tested Skoda's 130bhp Fabia vRS in Issue 184, it was dubbed "a

seriously fast car", with "fantastic engine elasticity". Now imagine the results of giving this flying machine a course of vitamin supplements and a few cans of Red Bull! Got it? Well, whatever you thought you'll still probably fall short of the reality of the Superchips vRS conversion that Diesel Car recently sampled with Superchips dealer and Skoda agent, Wings of Peterborough.

This flying, banana yellow, Fabia is a totally standard vRS, with the exception of 17-inch alloys stolen from an Octavia vRS, wearing 205/40 rubber, in place of standard 16inch 205/45s. And then of course, don't forget the extra dose of 'go' that comes from Superchips' re-write of the 130bhp TDI PD's ECU. In bald figures that amounts to an extra 28% of power and 26% of torque over the factory figures although don't forget - these figures are typically an under-

declaration of the dynamometer. On the road the tuned Fabia becomes even more a 'point and squirt' machine, with immense flexibility in all the gears and a welcome extension of meaningful power at the top end. The modified engine produces more power from 2,700rpm right through to 4,700 than the standard motor's peak output and, if

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you choose to chase those maximum gear speeds, freer top-end breathing means that these are all extended by ten per cent or more.

I wasn't able to clock any accurate performance figures, but the power and torque boosts undoubtedly put the converted car up there with the big boys. Knock a modestly hypothetical 20 per cent off the vRS's



Take the racy Fabia vRS and then re-write its 'chip' and you can make a fast car fly! No really!!



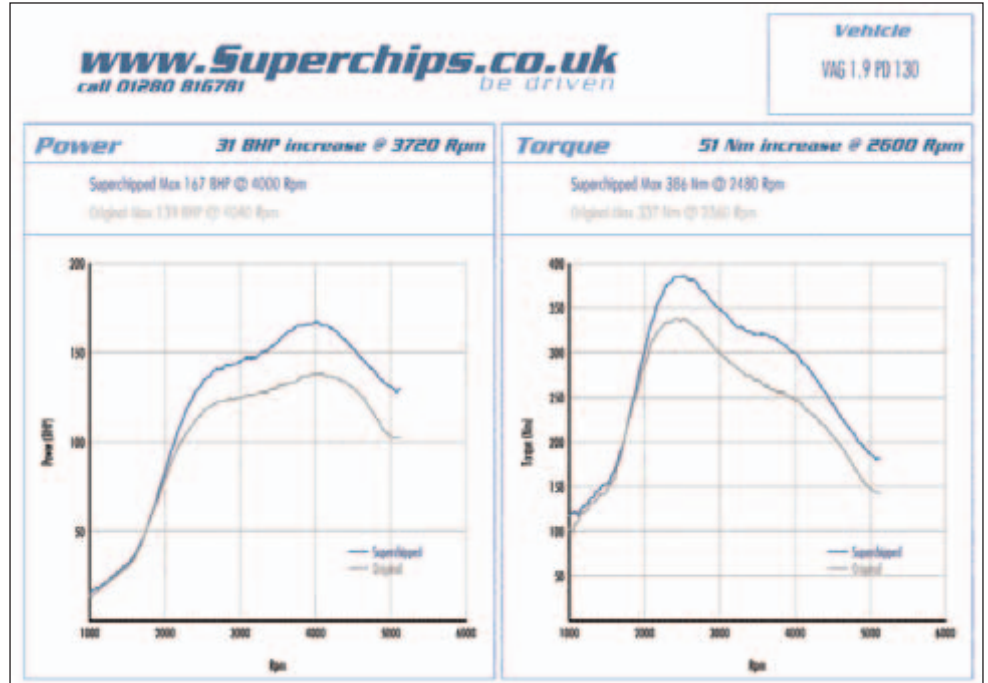
Hot Wheels: Say goodbye to BMW 330ds

factory figures and you're looking at 0-60mph in well under eight seconds, (the owner has clocked 7.2 seconds several times) together with in-gear (30-50mph in 4th, 50-70mph in 5th) acceleration figures that are going to be more than a match for our quickest-tested BMW 330d's 4.7 and 6.8 seconds. It bears repeating - this Fabia is very seriously quick! What impresses as much as the pure performance improvement, is the way that the car easily handles its extra oomph, whilst still preserving a very civilised level of general refinement. The exhaust note and engine noise remain strictly business-like but not intrusive, and the engine remains totally free of temperament. Even the steering feel avoids the nastier side-effects of high power in some FWD cars, remaining informative yet not hyperactive, and the ride comfort remains surprisingly good - in spite



Victor's grin stayed like this for ages. "A pleasing result," he said.

of those non-standard 205/40/17s. Wings of Peterborough is one of the new breed of Skoda dealerships who has staked serious money on a future with Skoda, in the form of a bright, modern, showroom and high quality workshops, and yet it's retained the family business standards of service and commitment that come from a 13 year history as a Skoda agent, and sees the Superchips dealership as a valuable adjunct to its main business. Whilst reaping the rewards of the brilliant results that Superchips



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## Superchips

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The vRS badge. Becoming VERY desirable.

achieve with diesels of all makes, it's TDIs in particular that gain the most from the conversions, whilst there's even a healthy and growing demand for conversions to the 1.8 Turbo petrol engine used extensively in the VAG Group.

The bright yellow machine that I tested belongs to Justin Wing, junior member of the family although it now seems to spend a lot of time with his girlfriend, who prefers its company to that of her own Golf GT TDI. Now that must be a clear judgement of the desirability of the car! If it's not the best diesel that I've yet driven, it was certainly the most enjoyable, without doubt. And all for the modest sum (including the £513 Superchips conversion) of under £12.5K!

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The only place you'll ever see a 330 again.

