



Above: our man Peter folds his legs behind the wheel of the Allard diesel Mk4. **Above right:** checking out www.grannyfisting.com

picture, which can seem like a GCSE Physics lesson. But don't switch off – I've always found it best to explain the difference between the two forces like this – if BHP is a measure of how much work an engine will ultimately do, then torque is a measure of how quickly it gets that work done.

So an engine with loads of torque and no horsepower will tend to accelerate really quickly but quickly run out of urge as the revs climb, which will hamper top speed, but give great flexibility. Whereas an engine with stacks of horses but no torque will be inflexible – great when it's wound up, on song, but limp and lifeless at lower revs. In practice that could mean a good 0-60mph and top speed time, but poor in-gear acceleration. For fast road use, the best engines produce almost even amounts of horsepower and torque, to

give you flexibility and outright performance. The question is, which type of Golf engine is going to offer the best combination – internal combustion or compression ignition?

To settle the question once and for all, we set up a petrol versus diesel showdown, between a pair of tweaked MK4s that offered similar performance on paper. In the petrol corner we have Nick Lormor's tidy Jabbasport-tweaked Mk4 GTI, meanwhile in the turbo diesel corner we have Lloyd Allard, wheeling an Allard Turbosport tweaked 1.9-litre PD130 into the battle. Both are boasting over 200bhp, achieved in very different ways, with very different engines, but would the petrol engine's superior horsepower kick sand in the face of the oil-burner? Or would the turbo-diesel's extra torque sucker-punch the mighty 1.8T motor? Our super-accurate

GPS timing gear would give our contenders no place to hide, so without further ado we left the comfort of Bruntingthorpe's canteen and headed out onto the freezing trackside.

**Petrol dreams:
Jabbasport Mk4 1.8T GTI**

In grip terms these would be challenging conditions to lay down some decent 0-60mph and standing quarter times, but that would only be part of the challenge.

Living in congested Britain, the opportunity for flat out blasts is becoming increasingly limited, which means that increasingly, manufacturers and tuners need to concentrate on real-world performance. 'Real-world' sounds dull, but it isn't, because this means focusing on in-gear acceleration times – the kind of performance you need to squirt past that lorry or tractor without having to change down two or three gears to get things moving. Bearing that in mind, a crucial part of our test would assess the third and fourth gear acceleration times.

Nick Lormor's drive-by-wire 2001 car rolled out of the factory with 150bhp, but seeing as Nick's a full-time employee at ace VAG tuners Jabbasport, it's hardly a surprise that now it's packing quite a few more ponies. These come courtesy of a Jabbasport 'dry' cold-air induction kit and a comprehensive remap. Nick's also wisely added a larger front-mounted, full-width alloy intercooler which helps keep inlet temperatures low – which should hardly be a problem for our test. Spent gasses from Nick's 1.8T exit through a Jetex system which isn't exactly in its first flush of youth, so he's keen to point out that it's in line for



Above: okay, so the petrol engine's a bit scruffy, but this car is used every day. Jabba tweaks (front-mounted intercooler, induction, remap) take power to around 220bhp