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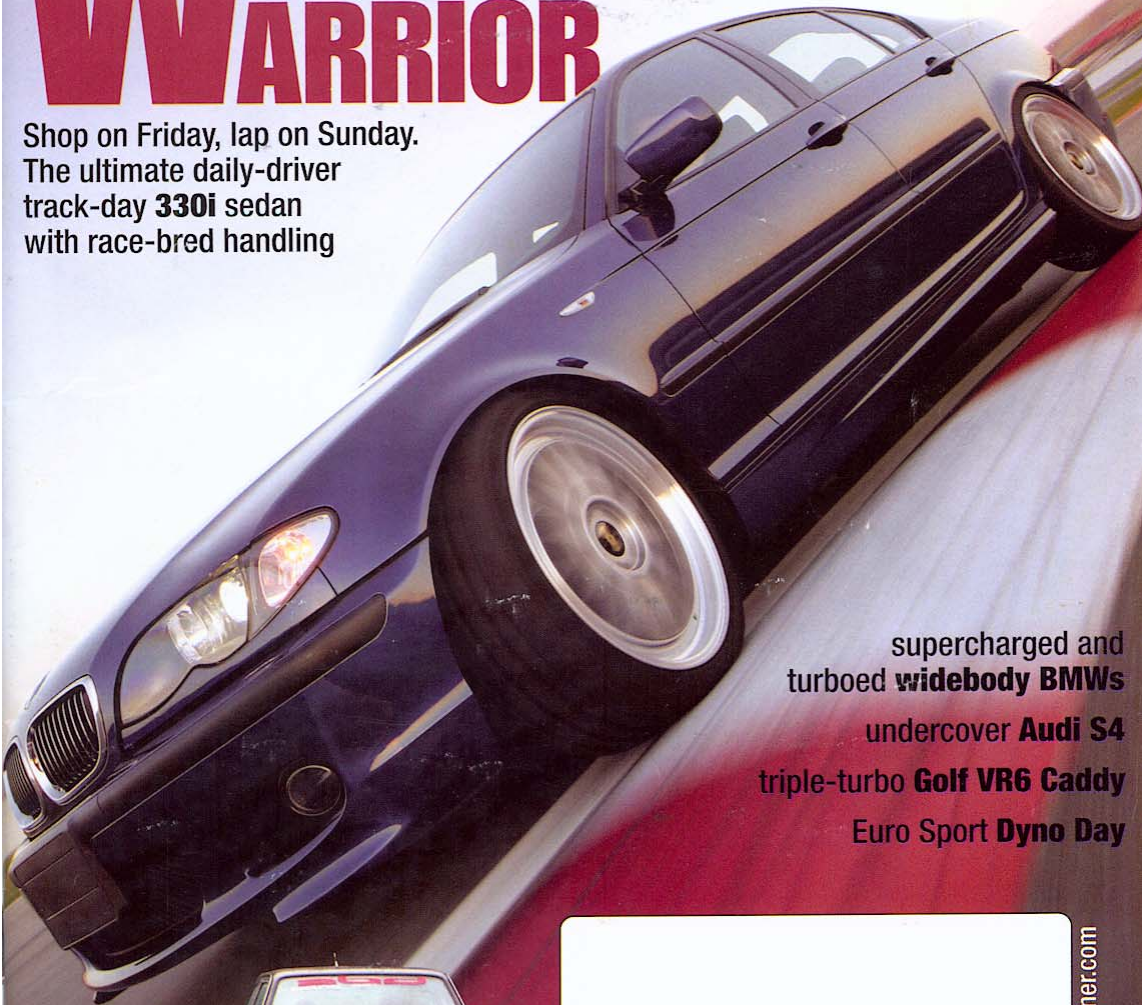
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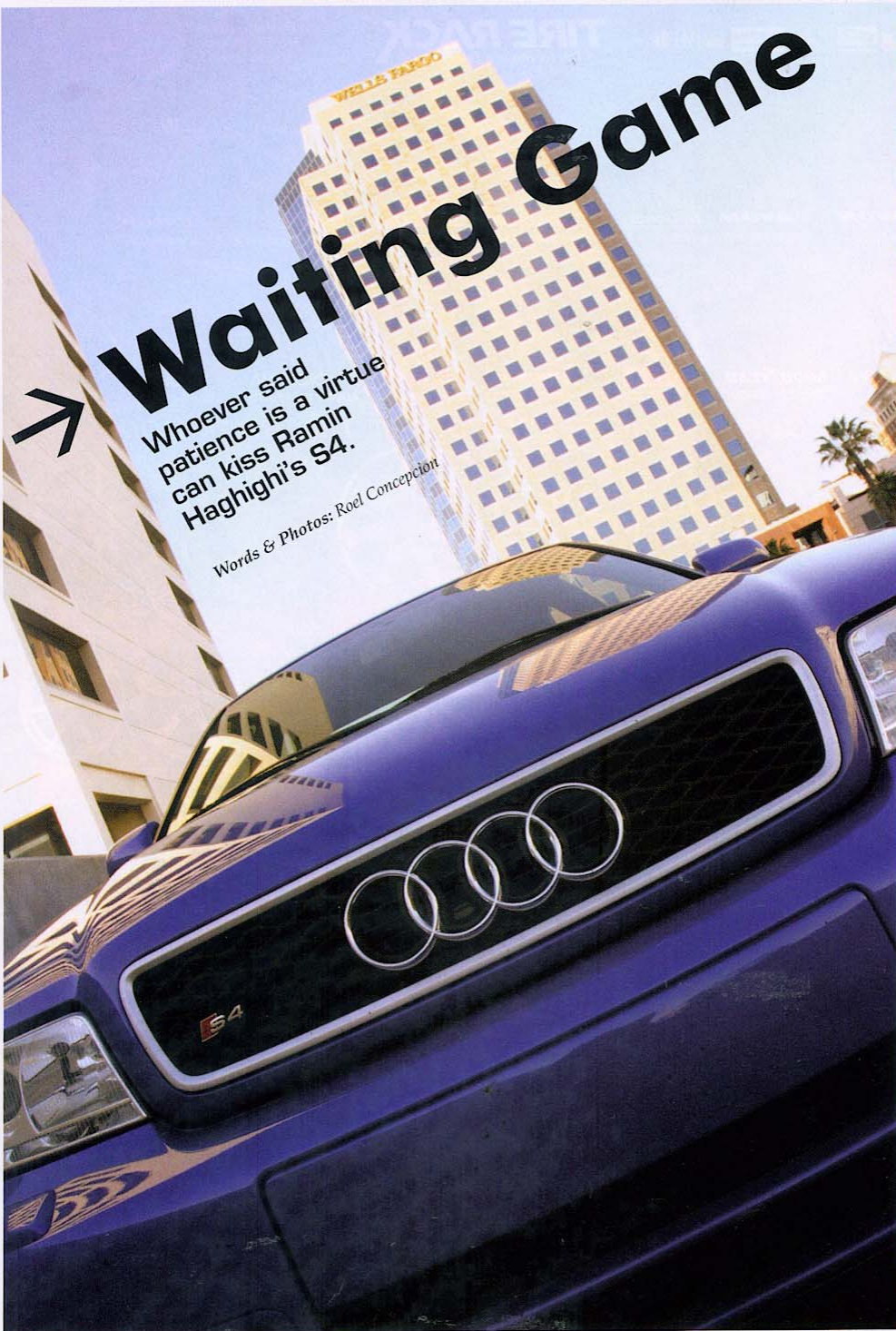
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→ Waiting Game

Whoever said
patience is a virtue
can kiss Ramin
Haghighi's S4.

Words & Photos: Roel Conceptior





Patience is a vital asset in this vast

Euro tuning world. Whether it's a setback during buildup or some lonely magazine editor who's too busy to call you back for a feature, it requires plenty of stamina to keep from going insane. But being patient isn't as cut and dry as we'd like to think — it's constantly being tested by something as simple as getting a part or as big as having the only reliable mechanic in town get hauled away for illegal cockfighting and misdemeanor bestiality. Patience is the only friend we have in such a volatile market. But if there was ever a poster boy for patience, it would be Ramin Haghighi — the only man in automotive publishing history to endure three different photo shoots from three different photographers and wait nearly a year to see his ride, this '01 Audi S4, in print.

When he was first contacted to be featured, *eurotuner* was run by different people than today, and even the magazine's layout looked dramatically different. His first shoot, according to insiders, was a success that took an ugly turn when a mishap at the photo lab ate the images. The second shoot was even more of a success because,

2001_AUDI_S4

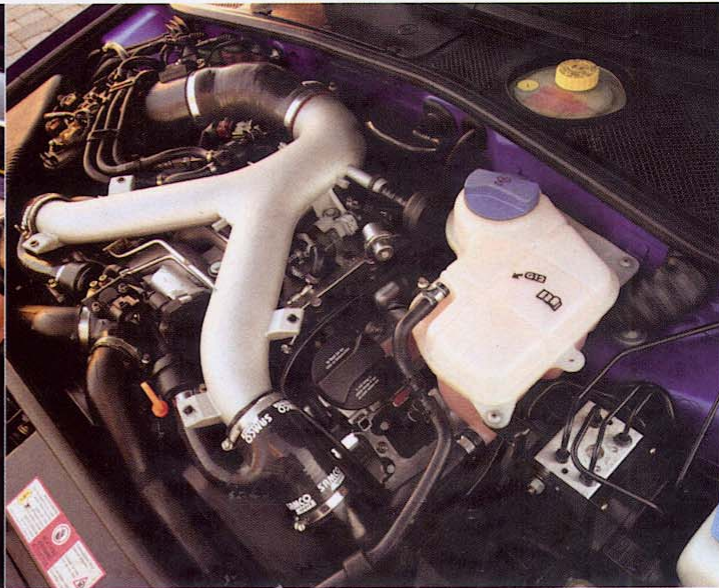
according to Ramin, the lighting was beautiful, the background was perfect and this time it was digital so there was no chance of another photo lab incident. Who would've thought something bad would happen again? Unfortunately, it did, and the images mysteriously disappeared — seriously.

Hopefully, the waiting is over for Ramin, unless something happens as I write this and Primedia turns *eurotuner* into an alternative-lifestyle magazine, making feature cars obsolete. Either way, I'll march on with my typing and finish this way-overdue article once and for all.

Ramin purchased his S4 brand-new in 2001, citing his life-long desire for a four-door sedan that felt like a sports car. And seeing how his previous car was an '89 Porsche 944 Turbo, his demands are fitting. Immediately after he left the dealership, he purchased numerous aftermarket parts to fulfill his need for speed.

One of his first buys was a turbo upgrade from AWE Tuning in Willow Grove, PA. Along with an AWE intercooler and vent-mounted boost gauge, he dropped dimes on AWE's drivetrain stabilizer bar and McNeil headers. He then purchased a Milltek downpipe and after-cat exhaust system, making sure his sedan was on sure-shot headjerk off the line.

Already sporting a bi-turbo V6, the S4 is a revered ride from the get-go, and this is why Ramin took his time with the modifications and didn't go overboard, which sometimes hinders the power more than it helps. Doing plenty of homework before installing anything, he deduced that if something needed help in



TECH SPECS

RAMIN HAGHIGHI

HOME: Murrieta, CA

OCCUPATION: Real estate

2001 AUDI S4

ENGINE: AWE Tuning turbo upgrade, intercooler, AWE/McNeil headers, Samco hose kit, APR front mount, Milltek downpipes and after-cat exhaust system

DRIVETRAIN: AWE drivetrain stabilizer bar, RS4 clutch and pressure plate, Aasco lightweight flywheel

SUSPENSION: Stasis front and rear Track Sport coilovers, Hyperco springs (800 lb front), Eibach springs (1,000 lb rear)

WHEELS & TIRES: 18x8" Kinesis K19R three-piece wheels, 235/40-80 Bridgestone S03 tires

BRAKES: Brembo Gran Turismo 355x32mm brake kit with eight-piston aluminum calipers

BODYWORK: European headlights, RS4 grille

INTERIOR: Center-vent-mounted boost gauge



a stock Audi, it would be the driveline. So he pumped up the tranny and placed an AWE RS4 clutch and pressure plate inside. He also went as far as improving response by replacing the flywheel with a lightweight version from Aasco. The last touch under the hood was the Samco hose kit, giving the engine bay tasteful aftermarket flavor.

Controlling the all-wheel-drive layout is a set of Stasis Track Sport coilovers, sporting Hyperco 800 lb springs front and Eibach 1,000 lb springs rear. Combine all that with gorgeous 18x8" Kinesis K19R wheels and a

set of 235/40-80 Bridgestone S03s all around, and you have a track attack machine waiting to break records. Underneath the three-piece wheels are eight-piston aluminum calipers courtesy of Brembo, which may seem almost excessive on any other car.

And to answer your question as to why Ramin kept the exterior nearly stock, well, he didn't need to fix what wasn't broken. Instead, he highlighted the outside with mild adjustments, including European headlights and an RS4 grille, all distributed

by AWE Tuning.

When we asked why he chose AWE Tuning almost exclusively, Ramin stated, "I wanted to get past all the hype on some products in the market, and I felt AWE was one of the few shops to give me original stuff."

It's been a long-time coming, but Ramin deserved this feature both for his extraordinary patience and for creating this clean Audi S4. In the meantime, I'm keeping faith this article actually goes to press and you're reading it now. But if by chance something happens, it's not my fault. **—ed**

