

### 3. K-Tec Racing Renault Clio KTR260 T



Easily the most track day focused of today's test cars, this (still 100% road legal) Clio 172 has been stripped-out, caged-up, stiffened-up and turbocharged by Dorset-based Renault specialists, K-Tec Racing. Those with keen eyes and ears may have seen it in action at the 2006 Tuner Grand Prix, where it performed well, clocking an incredible 4.73s 0-60mph time.

We invited K-Tec along today partly to include a quintessential hot-hatch, the Clio, but also to show off a car that is truly hardcore, monster modified and track focused. But it's still a road legal car when all is said and done. A fabulously aggressive job David Kirk and Mike Ritchie have done with their KTR260.

This turbocharged Clio has been in development (in-house) for two years. K-Tec have tried any number of different turbo and manifold set-ups, and fueling hikes (including an eight injector kit and new inlet manifold), but their original forged engine design is still intact; using their own KTR forged pistons, con rods and a

**This is one angry car - a hoody in a mood. It's ready to kick ass, which it does, proving its power supremacy**

reground, lightened and balanced OE Renault Clio crankshaft.

The forged engine, with ported head, is now blown via a Garrett T28 roller bearing turbo, mounted on a KTR cast tubular exhaust manifold, with larger 480cc injectors/pump/regulator to meet the blower's fuel demands and a piggyback ECU remap for engine management control. The turbo is intercooled with a KTR special, sitting pretty up front, fed via custom pipework.

The transmission has been revamped to suit its additional torque demands, with a paddle clutch attached to a (now shot-

peened internals equipped) five-speed 'box. And, most noticeably of all, KTR have committed to a Quaife ATB LSD to distribute power between the driven wheels effectively. Additionally, the driveshaft has been made equal length, to aid power distribution. Clever stuff.

The chassis too has been extensively modified, replacing the standard suspension with Gaz track coilovers, which are bump and rebound and height adjustable, giving infinite set-up possibilities to suit different circuits and race disciplines. Rubber suspension bushes are now low inertia polyurethane and the engine has uprated mounts and stabilisers too, for added stiffness and durability.

The wheels and tyres are also the most advanced here; lightweight Buddy Club P1 15s wrapped in Toyo's track day tyre; the superbly sticky Proxes R888. Spot on.

Being foremost a track car, the Clio has uprated brakes; with Brembo grooved discs up front, 300mm drilled discs at the rear, with braided lines and Padgid blue pads.

And, like the MINI, the Clio is stripped-out (even more so, with some 30Kg removed), lightened and made more driver focused with KTR C-F bucket seats, Sabell harnesses and gauges, surrounded by a bespoke bolt-in cage. It feels pretty racey.