Audi TT quattro sport – modern classic ownership continues to be fun

Published: December 2, 2021

Author: Jeremy Walton

Online version: https://www.wheels-alive.co.uk/audi-tt-quattro-sport-modern-classic-ownership-continues-to-be-fun/



Still not driven TT enough, but there was an early arrival here for TT at the resumed Haynes Museum breakfast club. Even better with online booking and controlled numbers of quality attendees.

Progress!

In the fourth instalment of this series, Jeremy Walton tells us that he has been enjoying his Audi TT quattro sport, while continuing to improve it…

(Kim adds: If you are interested in reading the three previous instalments of Jeremy's story of his ownership so far of this car, please enter 'Audi TT quattro sport' into the search box on our Wheels-Alive website, to find and highlight these features).

All text and photographs copyright Jeremy Walton.

Progress – A Good News Story!

Now showing 91,000 miles and used a lot more regularly than was pandemic-possible, our run-out first edition Audi TT quattro sport is showing distinct promise as useful, stylish and enjoyable 4×4 braced for winter's worst. A lot of work and over £1,500 have gone into TT since our last running report, because I enjoy it and the values of this limited production model are constantly boosted by media reports saying how cheap Mk1 Audi TTs are!

To recap, *quattro sport owners club* report my final edition of 2005-06 Audi TT was chassis numbered 911 of 1,186 manufactured for Europe. Under 800 were delivered to RHD UK, where it is reported that under 500 currently remain DVLA-roadworthy. A November 2021 peek at the DVLA site, *How Many Left?* displays 494 licensed and 181 SORN, down from a peak of just over 755 when new.

Key features of the quattro sport model covered reduced kerb weight [1,390 kg or 3,064 lb] and modestly enhanced horsepower. The 1.8 litre 4-cylinder with 5-valve per cylinder technology reported 240 hp instead of 225. Yet it is the strong torque that delivers excellent pulling power between 2000 and 5000 rpm that is a blessing on British roads. This version of TT was credibly credited with 0 – 62 mph in 5.7 seconds and 155 restricted mph. I usually average 31 mpg, but short runs cut that to 26-27 mpg and a longer outings with elongated speed limits permit 35-36 mpg from this 15 year-old.



Usually use Shell rocket fuel, but few local sources, so find E5 Esso 99 just as expensively [161.9 litre] useful for counteracting E5/E10 controversy and delivering performance. Recent 275 mile run, 57 mph average/31.2 mpg.

Externally, additional front and rear aero and body panelling was sourced from the V6 version of Audi TT, which is also showing some value increases currently. Topping off the exterior show pieces are retro roof/ lower body duotone paint plus alternative black tips to the twin exhausts. Specific 18-inch diameter wheels are now phenomenally expensive to

replace—ours had been decently refurbished some years before purchase—these multi-spokes carrying 18×8 inch fronts and half inch wider rear rims [8.5 inch], which required modest back wheel arch spats.

Next job, shortly after 90,000 mils were completed, was to bring the braking back to slightly better than production standards, ready for a track day. There were some maintenance issues which meant that both rear discs and a rear calliper were replaced, plus the front discs were stripped out and a cleaning operation to counteract corrosion commenced which covered the calliper carriers. Front and rear disc brake pads were replaced with Brembo items, HP200 and Xtra compound performance respectively. The previous brake fluid was flushed out and AP Racing DoT 51 selected instead. Since a track day was anticipated a fortnight later, I also took seriously the condition of the pinch bolts and lock nuts on the front struts and a second one joined another that had been found worryingly damaged.



Mild brake uprates from Brembo pads and AP race fluid, plus rear disc replacements and calliper cleanouts.

In the event, I was lucky enough to be loaned a 1973 3-litre competition Capri and webmaster Peter Osborne's MG TF for the track sessions at Castle Combe, so the Audi TT got a rest. However the braking—never the strongest weapon in TT's armoury—is now improved significantly over the format that I used for a tight track outing in Oxfordshire a year earlier.



Classic 1973 race Capri diversion at Castle Combe supported my TT uprates. Picture by Jeff Bloxham, courtesy Guild of Motoring Writers.


R006 NDJ
Walton Audi

Good handy storage companion on intended track day that turned into a Capri rewind.

Limited edition TTs offer a stronger cockpit visual identity via Recaro Pole Position race-seats, or the option of Comfort [production] seating; mine had the Recaros. More detail dietary moves deleted the rear seat, added a simple brace bar and boot-mounted large capacity battery. Internal quattro sport cosmetic modifications extended to light grey Alcantara cockpit trims for steering wheel, gear knob, handbrake and seat inserts, delivering a unique specification, but the Alcantara wears badly on well-used gear lever and steering wheel locations. A furry life revival for that soft Alcantara finish around steering wheel took a lot of search time, ranging from online Sweden and Germany to visiting UK sources. I did appear at another leather specialist on Bicester Heritage site and they were extremely friendly and the workmanship fabulous. Yet I wanted to keep it simple and Bicester craftsmen had wanted me to select and order Alcantara, plus remove and send steering wheel to them.

I visited several more premises as I just could not get a return to cleanliness/ proper finish, whatever proprietary specialist Alcantara treatments applied. Finally it was booked nearer home, into specialists Piper Leather outside Yeovil, who I had used on my BMW Z3 to revive the Individual leather trim. That meant joining a three and half month waiting list, fuelled by the shortage of skilled workers and consistent demand for the Piper family leather automotive and household furniture trimming.

Wait time elapsed, it took just over two days and was admirably completed at estimated cost, some £100 less than overseas sources. It had been important [for me] to keep original wheel and airbag, plus the Piper company are 25 minutes from home. The £240 wheel result is that TT almost has the feel of a new car—untouched by multiple previous owners and the fit and finish has been complimented by trade specialists. Worth the wait!



The steering wheel was looking ‘tired’; here it is (above) before attention…



…and here is the smart wheel after refurbishment. Pleased with recovered Alcantara wheel fit, finish and price by Piper Leather, but there is a long customer wait list!

Next big job was to tackle the front suspension, which had one leaking front strut and the ‘crashy’ ride of 90,000 miles on the factory’s comparatively hard, low ride height, sports settings, tuned to German smooth roads. I began by tracking down the original specification struts and was quite pleased to find they were from Bilstein as –apart from many competition cars—I had bought them for my own road cars in a variety from Honda CRX to BMW 528. The UK importers were helpful in confirming that the sport model had the appropriate sports set Bilstein of two choices, but they were on back order with no fixed delivery dates.

I scrabbled around various suspension specialists until I found one that had two such struts in stock at discount and arranged for them to be shipped to my local Auto Services premises. The same process applied to the Sachs front coil springs, which were also to the original specifications and bought at cost under a New Old Stock [NOS] deal. Together these items cost £321.82, significant but low compared with retail suspension updates/ uprates. However, we did not stop there, it seemed just common sense to renew the front top mounts and bearing races that fit within, especially as they are comparatively cheap at less than £70. There was also an MoT advisory on the state of the front anti-roll bar drop links, so they got replaced, costing a sniff over £50 for the parts.



Springs by Sachs and struts by Bilstein to original Sport specs. Now a much more engaging drive, but no Lotus Elise!

So we had a total of £443.60p for parts, £144 for labour and the wounding 20% VAT to produce a final £705.12p bill. Was it worth it?

Yes, I took it back over the pockmarked but very inviting open roads of Wiltshire that I had run immediately before the work could be completed. It is still hard in the Teutonic sports manner below 40 mph on rumpled UK roads. Above 40 mph it begins to smooth out, becomes a revelation at 50 over bumps and crests and downright enjoyable thereafter, with a controlled ride into licence loss zones.



Police had to supervise a grass airfield meet between Wheels Alive Guvnor Kim and TT wheelman Walton.

The only other minor move was to replace a remote control battery on the plimper as performance became erratic. Today I enjoy this TT so much that it even brought a smile to my face in a week of Covid and flu injections, plus a blood test! —***Jeremy Walton***



Shows off rear wheel arch extenders and extended rear spoiler: looks smart still but there are scars from my two + years ownership scheduled to be obliterated 2022, post winter ravages.



Owner keeps bumping into garage door surround, old Frogeye Sprite door trim now protects ‘up-and-over’ metal.