

TRACK AND PINION

HOW ABOUT A TRACK DAY, FOR PETE'S SAKE?

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If you are an automotive enthusiast, you'd better know Autothority. If not, well in 2001, a heavily modified, 750 bhp Porsche 996-911 drove 11 hours to *Car and Driver's* proving grounds for the annual tuner slugfest, hammered around the track for hours, stood second to a Lingenfelter Corvette and then drove back home. While everybody else put their cars on trailers and put them back after the event, Autothority showed that their cars are reliable enough to be driven cross-country, shred rubber for laps around a track and be driven back like just any other car. I'm sure Peter secretly wishes that his tuned cars, one fine day, will do this like it was in their genes.

Now if you don't know Pete's then you better start knowing him. Peter Chacko from Kochi is the man responsible for those faster than normal diesel cars that you encounter once in a while. Okay, some part of it is also down to driver skill, but trust me, most of it is also down to those PSI tuning boxes that make all the difference. But Pete's is more than just diesel tuning paraphernalia, which is why he decided to fly some of us journalists out to Coimbatore's Kari Speedway to sample his entire range of products and gauge the actual performance improvement of a 'Petted' car over a stock car.

So yes, we got the usual suspects – pairs of Swift, Laura, Logan and Innova diesels and then a couple of 300 bhp Octavia vRS to provide some relief to us petrolheads. Pete's also managed to collect some demonstrators like a VW Passat, a BMW 3 Series, a new Mercedes C-Class and a last-gen Audi A4.

So what do you expect us motoring jounros to do if a 2.2 km track and tuned cars are left to our disposal? Er, burn rubber right? Yup, that surely did happen. The reason why Pete's gathered pairs of



