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# Got TTurbos?

Words & Photos: Sunny Lee

With 650hp, this stock-looking HPA TT is a wolf in sheep's clothing.



**S**ince the introduction of the 3.2 V6 version of the Audi TT, HPA Motorsports has been researching and developing ways to squeeze more juice from the sexy car, and they've been incredibly successful. The result was the recently released Stage 3 kit.

Based in Canada, HPA offers three levels of tuning for the TT 3.2. With power tapering off at just over 440hp, Stage 1 exhibits the most drastic increase in power with a twin-turbo setup. From there, each stage adds more parts and the power increases in increments of 100hp. It culminates in Stage 3, which is rated at a gut-wrenching 650hp at 22psi boost pressure.

The first to experience its power was David Brillandt and his TT 1.8T. "He originally came to us wanting the Stage 2 kit. However, in the midst of swapping the 1.8T motor for a VR6,



the development of Stage 3 was finished and he opted to upgrade," said Melanie Hastings, General Manager of HPA. Thanks to partners in Germany, HPA was able to import a Euro spec 3.2L VR6 for the TT.

Amazingly, the motor is strong enough to withstand the Stage 3 kit. With the exception of rod bearings and a thicker head gasket, the internal components are stock.

The kit consists of two GT28RS turbos with proprietary housings, twin side-mount intercoolers, a short-runner intake manifold, twin fuel pumps, 70mm downpipes, a twin exhaust and all the necessary hardware including a reprogrammed ECU. The intercoolers are fitted with the NX Ntercooler system to keep the charged air cool. Estimated cost of the kit starts at \$35,000, but it can be also be customized to your needs, with the addition of brakes,

suspension and transmission upgrades.

"The priority was to make it street legal, low-key and able to race in the NASA Super Unlimited series," said Melanie. This meant the build had to follow strict guidelines.

The transmission had extensive work done so it can transfer all the power. The clutch is a sprung four-puck sintered metal combination, combined with a hardened and lengthened gear set. This accelerates the car to a top speed of 214mph. The Haldex controller has also been reprogrammed to divert more power to the rear. And to keep the rear wheels in sync is a Quaife LSD.

Because it will be competing in NASA races, the car has a set of KW coilovers with adjustable height, compression and rebound. Furthermore, it has 25mm sway bars in the front and 22mm in the rear. For ultimate stopping power the TT has a Stage 3

upgrade, which consists of a pair of Brembo six-piston calipers in the front and drilled rotors at every corner.

While on the track, a set of 19x8.5" BBS CH wheels with Dunlop Sport Maxx tires are fitted on the car. For street use, however, it sports a set of factory replica TT wheels – 19x8.5" in the front, 19x9.5" in the rear, with identical tires. This was done to make the car look factory.

The exterior is very subtle. With the exception of the rear wing, the car looks as if it came directly from the dealer. But upon closer inspection it has front and rear Rieger lip spoilers (both molded to the bumpers) and Votex skirts. For weight reduction, there's a carbon hood and fenders, disguised by paint. In the rear is the large carbon wing. Although it doesn't conform to the factory look, it was a necessity when traveling near

# TECH SPEC

## HPA MOTORSPORTS

LOCATION: Surrey, BC, Canada

### 2002 AUDI TT 1.8T

**ENGINE:** 3.2L six cylinder VR6 with Stage 3 twin-turbo kit consisting of two GT28RS turbos, short-runner intake manifold, 70mm downpipes, stainless steel twin exhaust system with twin bypass pipes, two side-mount intercoolers with NX Ntercooler and twin fuel supply system (two fuel pumps, two fuel rails, 750cc injectors), on-board fire suppression system, 12-gallon fuel cell, battery cut-off

**DRIVELINE:** six-speed manual transmission with hardened and lengthened gears, four-puck sprung sintered metal clutch, reprogrammed Haldex controller, Qualife LSD

**SUSPENSION:** KW three-way adjustable coilovers, 25mm front and 22mm rear sway bars

**BRAKES:** Stage 3 brakes consisting of Brembo Porsche Cayenne six-piston calipers, 365mm drilled front rotors, 312mm drilled rear rotors, HPA competition pads

**WHEELS & TIRES:** 19x8.5" BBS CH wheels, 235/35-19 front and 255/30-19 rear Dunlop Sport Maxx tires

**EXTERIOR:** Rieger front and rear molded lip spoilers, Vortex side skirts, carbon fiber wing with machined license plate mounts, carbon fiber hood and fenders

**INTERIOR:** ten-point rollcage, Recaro Pole Position seats, Simpson five-point harnesses, leather-wrapped lower dash, GoTzilla shift knob, Sparco steering wheel with lap counter, Defi boost, fuel pressure, oil pressure and water temperature gauges with heads-up display

**CONTACT:** 604/598-8520, hpamotorsports.com



warp speed.

As per NASA rules, the car has a ten-point rollcage with red leather pads. The pads match the leather upholstered dash, door trims and Recaros. Other safety features include a fire suppression system and battery cut-off. In case of fire, the extinguisher system fires into the hatch, cabin and engine bay – crucial since there's a 12-gallon fuel cell in the hatch. In the center console are three Defi gauges to monitor oil pressure, fuel pressure and water

temperature, all working in conjunction with a heads-up display unit. Also mounted in one of the center vents is the boost gauge. Replacing the buttons for the heated seats are switches to arm and purge the Ntercooler system.

It's hard to believe this car's street legal. But if you didn't know any better and the wing was removed, it's perfectly conceivable. Bottom line, this is one badass mofo. Look for it in our upcoming *eurotuner* Time Attack coverage in the 2/06 issue where we're expecting it to kick ass. 

