

Waterfest program and guide inside

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Mk5 GTI – Behind
the scenes of Speed TV's
Street Tuner Challenge



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PRIMEDIA

R Thirty Zoo Unleashed



The world's largest pack of R32s gathered in Southern California to unleash their inner beast.



It's no surprise that the latest diehard community of Volkswagen fanatics are R32 owners. Here's a reminder why – the R32 comes from the factory with a 3.2 24v engine producing 240hp, six-speed transmission, 4Motion all-wheel drive system, sport suspension and 13.1" ventilated front brakes. That said, imagine 121 R32s, both stock and modified, from across the US, in one place, on one track.

The two-day event marked the seventh GTG of the SoCal R32 group. It began in 2004 when 15 cars met near the Pacific Coast Highway. Nearly every car was factory, untouched by tuners or aftermarket products. Since then, the R32's tuning



Henry Yee's black R32 with 18" BBS LMs

Mario Sweeney's Jetta-fronted R32 on 19" Audi A8L wheels

Jayson Daub's VF Engineering S2 on 18" HRE 441s



Words & Photos: Sam Du



Aron Schrick's two-tone R32 featuring böser hood and Stitchcraft red alcantara interior

potential has exploded, as has the group's membership. In 2005 they earned the title of "largest R32 GTG in the world" with 108 R32s. This year, they surpassed that record and even attracted R32s from the east coast.

Day one was held at Speedzone Amusement Center, 35 miles east of Los Angeles. The R32 owners had the chance to socialize, kart race, eat free food and compete in a show 'n shine. A raffle ticket was given to every owner for a chance to win prizes – the value of the sponsored giveaways totaled over \$14000! The afternoon ended with a two-hour caravan to Willow Springs Raceway in preparation for the following day.

Race day was dry but chilly – perfect conditions, although we vividly remember raging winds blowing through the pits. However, it didn't diminish the enthusiasm of the 100 drivers.

An event like this would normally cost \$150 per driver, but every R32 owner was granted an hour of free track time thanks to HPA Motorsports, VF Engineering, EIP Tuning and Streetwerke. Everybody in attendance also enjoyed a barbecue courtesy of KW Suspension.

The runs were divided into four classes – beginner, intermediate, advanced and driving school. Most drivers were grateful to share the track with similarly skilled

individuals and there were only ever 20 cars on the track at one time.

VW of America surprised many of us by bringing the first Mk5 R32 in the States. The immaculate 250hp, DSG-equipped four-door was a pleasure to see racing around the track. In the pits, Mk4 owners pleased themselves by exploring the new R32 components, such as its Recaro seats.

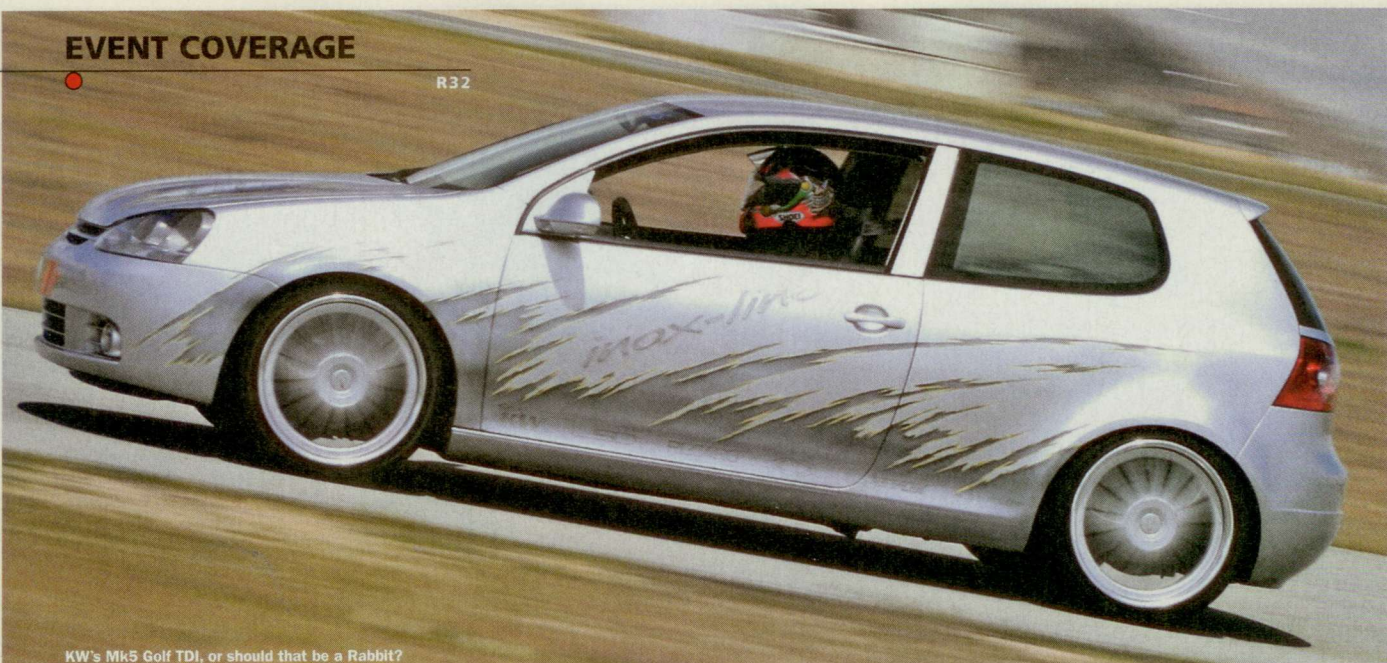
The tuner that traveled farthest to the show was EIP Tuning of Maryland. They drove their trailer cross-country with a daily-driven, stage 1 R32 turbo. VF Engineering introduced its new stage 3 supercharger kits and had R32s equipped with its 450hp supercharger kit.



HPA's FT565 ran in valet mode most of the day but was still one of the fastest out there



Jeff Campbell's unique white R32 turbo



KW's Mk5 Golf TDI, or should that be a Rabbit?

Meanwhile, HPA showcased several of its single and twin-turbo kits, including the FT360, 400, 450, 515 and the FT565. The HPA crew was on hand to answer questions and even offered rides.

Jeremy Jens drove from Virginia to

represent HPA with his blue R32 FT400. We spoke to him regarding his long trek home and he told us he planned to pile on the miles by first heading north to HPA headquarters in British Columbia in order to upgrade his turbo to an FT450. His total

odometer damage would be approximately 7000 miles total by the time he arrived home.

Streetwerke premiered its newest R32 projects – the GT480 and 540. Both cars ran extremely quick around the track, but



VF Engineering S3 R32



EIP Tuning S1 turbo



Streetwerke GT540

EVENT COVERAGE

R32



Joe Spickelmire drove from Olympia, WA with his red R32

unfortunately the GT480 was forced to retire early following an off-track incident.

After a full day of free racing, food and fun, dark clouds rolled across the desert and showered the track with rain. That brought everything to an end, but looking back on the two-day experience, SoCal R32 (along with its generous sponsors) can be proud knowing they organized an incredible event for R32 fanatics. We're already looking forward to the next "largest R32 GTG in the world".



VW brought along the only Mk5 R32 in the country