





Having your triple-layer cheesecake and eating it too, in an automotive sense, was just not so possible only a few short years ago.

All the really fast cars were very expensive and temperamental exotics you couldn't drive every day. Only a few practical cars were entertaining enough to even think of them being your only car. And a vehicle capable of high performance on anything less than dry pavement was the province of only a few rally-bred cars.

Times have changed, with modern technology, both from the auto manufacturers and the aftermarket, blurring the lines between what a vehicle is capable of.

Now you can have a comfortable, roomy hatchback that will smoke any stock Ferrari or Porsche on the way down to the grocery store for milk, and then cruise home in the rain like any economy car – all without attracting any more attention than you want it to. The thing is, it took a relatively small aftermarket Canadian company to create it.

It's the Volkswagen Golf R32 from HPA Motorsports of Surrey, BC, Canada. A little background here about Golfs for the uninformed. The R32 is the top-of-the-line in the Golf model range in the United States, although not yet released in Canada. With a VR6 engine and 4Motion AWD, it is

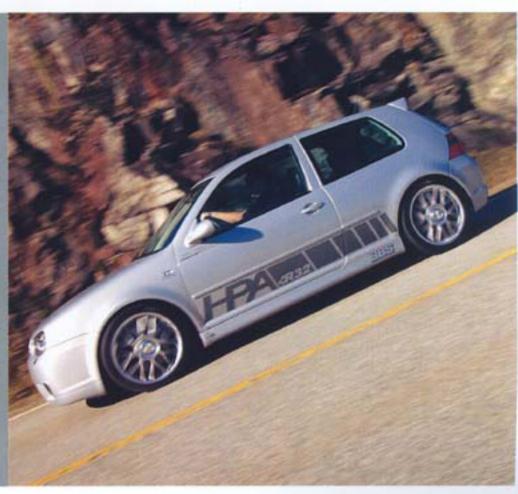






## 24-valve VR6 Engine

The new-generation, 24-valve VR6 engine is the base and the route to mega power through forced induction. A fully-engineered intake and exhaust system is developed in Germany by HGP for the VR6. Compression is reduced to 8.0:1 via a head plate and the only improvement to the bottom end is racing-grade connecting rod bearings and heavy-duty clutch assembly.



a slick little hatchback.

HPA takes the R32 (or creates one from a front-drive VR6), certifies it, and makes it into the quickest and fastest VWs in the world, and one of the most potent street-legal cars, period.

It all starts under the hood, of course. The new-generation, 24-valve VR6 engine is the base and the route to mega power is via the usual method, forced induction. Twin intercooled turbos are the plan in both stages of tune offered by HPA.

Stage 1 is the "mildest," as if a mere 425hp is mild, but Stage 2, as HPA's tester was, is where the numbers start to get mind-boggling.

Essentially, Stage 2 is a fully-engineered intake and exhaust system, developed in Germany by HGP for the VR6, whose head is said by HPA boss Marcel Horn to flow incredibly well in stock form. Compression is reduced to 8.0:1 via a head plate and the only improvement to the bottom end is racing-grade connecting rod bearings and heavy-duty clutch assembly. And that's it – 550hp at the crank and 580 ft-lb of torque at 3,400rpm.

Of course, there is more to an HPA R32 than just the engine, and indeed, they highly recommend upgrading other mechanical systems of the car, but not by as much as one might think





given its capabilities.

For example, the brakes on HPA's demo R32 are factory stock discs except for increased venting and sport pads. Also available are six-piston front calipers and larger-diameter front rotors:

Transmission upgrades, which one would think are a good idea given the torque output of this engine, include hardened gear sets in a higher ratio for the top four of the six cogs in Stage 1, and a complete upgrade of all the gears in Stage 2. The HPA demo had Stage 2 gearing, with ratios chosen to complement the VR6's power delivery characteristics.

Completing the mechanical systems is the German-made KW coil-overshock suspension kit in two levels of adjustability. The Stage 1 set-up the demo car has, allows adjustment of height, while Stage 2 goes all the way with height, bump and rebound variability.

Of course, the sky is the limit with interior and appearance mods, but HPA prefers to take a conservative approach, even retaining the stock seats and interior trim from the R32. The rolling stock, too, is little different than any other hot Golf, with 18x8-inch BBS RCs all around wrapped in Dunlop Race Sport donuts in 225/40ZR18 size. All classy and understated.

And that's it. If you can form a mental picture of HPA's R32 without all the graphics that they have, understandably, applied to their demo, what are you left with? Maybe just the world's



baddest sleeper of all time. No scoops or big spoilers. Even the plain Jane big-block muscle cars of 1970s had nothing on this one, because at least you could hear them coming!

This R32 conducts itself like any other VR6 during "sane" driving. It is quiet and tractable at all times, with no significant penalties in drivability. But, if your right foot slips a bit – like, to the floor in second gear at 3,000rpm – well, hang on tight because you are now driving a four-wheeled 1,000cc sportbike.

Second gear will launch you up to, oh, about 80 mph in two heartbeats, and if you have the nerve, the road and friends in high places, the HPA R32 Stage 2 will continue on up to – are you ready for it – 202 mph! And yes, this is documented velocity attained in German government testing, and backed up by the gear ratios and the RPMs they will pull.

Furthermore, this is not some long-legged cruiser that any hot import can beat out of the hole. With its four Dunlops scratching and clawing for grip, the HPA R32 does 0-60 mph in a mere 3.2 seconds, and the standing quarter-mile in 11.4 seconds at 120 mph. It holds the world record for 0-30 mph at 1.1-seconds and it's all caught on video at



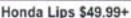


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www.hpamotorsports.com! But plenty civilized too. The ride is as good or better than any small car with 40-series rubber. All the major control interfaces - steering, clutch, brake pedal - fall within normal parameters for a Golf. And the Golf's comfort and convenience items, like air conditioning, are accounted for.

Downsides? Well, I suppose if you tried to pull into a VW dealer for a tune-up, you might have a problem. And price could be a factor, too, depending on the depth of your pockets. The Stage 2 engine package costs \$31,300 USD installed. The brake, transmission and suspension upgrades on the R32 we tried will run an additional \$5,675, plus installation. And then there is the small matter of the R32 itself. Figure on doubling the cost of the car.

So, it might be said that the cost of owning this Uber Golf is no more for the faint of heart than the car itself is at wide-open throttle. But, nowhere else can you find such a balance of everyday usability and blistering performance capability. Call the HPA VW Golf R32 the ultimate tuner special.



## SPECIFICATIONS

HPA Volkswagen Golf R32

Engine:	VW 3.2L VR6, HPA Stage 2
Engine Modifications:	Twin hybrid KKK K04 turbochargers w/ oversized exhaust housings;
	velocity-tuned HGP exhaust manifolds; 70mm down-pipes;
	compression-reducing (to 8.0;1) head plate; HGP cast aluminum intake
	manifold; dual side-mount intercoolers; formed silicon / stainless piping;
	hi-flow fuel injectors; mass airflow sensor and secondary fuel pump;
	race-grade connecting rod bearings; twin race-grade catalytic converters;
	3.5-inch exhaust system w/ special bypass valve
Engine Management:	Upgraded ECU program; electronic boost controller; upgraded fuel
	pressure regulator
Drivetrain Modifications:	Choice of dual ceramic or Super Sport clutch / flywheel assembly;
	hardened gear set with longer ratios
Suspension:	KW Variant I height-adjustable coil-overs
Wheels, Tires, Brakes:	(fr/r) Dunlop SP Super Sport 225/40ZR18 tires; BBS RC 18x8-inch
	wheels; slotted VW original rotors w Sport pads
Exterior Modifications:	Hagus side mirrors; larger rear spoiler
Interior Modifications:	Custom door panels
Numbers:	409whp @ 5,250rpm / 437 ft-lb @ 4,500rpm; 550hp / 589 ft-lb (flywheel)