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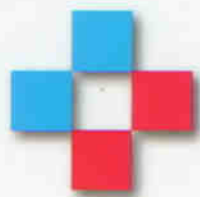
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2008

## HPA FT575 Volkswagen R32

### No Need To Un-Pimp This Ride

**WHAT'S HAPPENING** over at VW? The once frumpy car company is now cranking out power-filled product with more oomph than a beer garden full of drunken patrons belting out *aam-pah-pah*. The all-new Golf V (aka Rabbit) is here, and soon returning is the potent AWD monster known simply as R32.

Although the new R32 doesn't hit American shores until 2008, ace VW tuner HPA Motorsports

has already imported a Euro-spec R32 as a development mule for its upcoming line of turbocharged R32 tuner packages that feature single-turbo FT400 and FT460, and twin-turbo FT525 and FT575.

We visited HPA's Canadian shop for a look at a FT575 package (\$38,500) that includes upgrades for power, suspension, brakes, and even unique body fascias. The FT575 modification starts by lowering the compression of the

stock 3.2-liter via a head-plate system along with installing heavy-duty engine bearings. HPA bolts in twin Garrett ball-bearing turbochargers for a stout 19-psi boost through custom inlet piping, twin intercoolers, and an HPA cast-aluminum intake manifold. A modified air-inlet setup teams with oversized fuel injectors, an upgraded fuel-pump system, and special computer calibration to deliver a proper air/fuel ratio

as the V-6 engine churns out 575 horsepower on 93-octane pump fuel. Dual ceramic-coated downpipes work with twin high-flow catalytic converters and a throttle-activated quad-bypass stainless-steel exhaust system to vent combustion byproducts. At part throttle, the HPA R32 is quiet, but during full-throttle blasts, the exhaust bypass opens and an aggressive sound roars from the rear.



**Left:** Twin-turbos help the R32's 3.2-liter deliver 605 pound-feet; **above:** Lightweight 19-inch OZs mimic factory R32 wheel; **right:** Optional HPA-spec Brembo eight-piston monoblock brake calipers and KW Variant 3 coil-over suspension.





## 2006 VOLKSWAGEN JETTA RGT



### 600 horses makes for a mo' betta Jetta

#### VOLKSWAGEN

made its SEMA Show debut in Las Vegas this year. To make a splash, VW's covert American think tank, known as Moonraker, worked undercover for months with HPA Motorsports to build three autobahn-burners to wow the SEMA crowd. Although the tuner toys aren't slated for immediate production, VW's goal was to judge public perception of the tuned Jetta, Passat, and Touareg and possibly apply the best-received aspects to future production models. The most extreme of the HPA-built VWs is the 600-horsepower twin-turbo Jetta

RGT pictured here. It includes twin turbochargers, radical KW coil-over suspension, beefed DSG gearbox, reworked Haldex 4-Motion AWD, real WRC-spec brakes, one-off CNC-machined wheels, a full rollcage, interior replete with quad race bucket seats, and even built-in air-lift jacks. Although you won't be able to buy an RGT-spec Jetta any time soon, HPA can build you one complete with RGT-spec body panels, which it's nearly finished producing. Visit [motortrend.com](http://motortrend.com) for a full rundown of the Jetta RGT build specs, test numbers, and dozens of photos of the secrets beneath the sheetmetal of VW's SEMA showstopper.

To handle the massive increase in power, HPA upgrades manual trans R32s with a custom flywheel, sintered-metal clutch system, and a short-throw shifter. DSG-equipped R32s (all U.S.-spec R32s will be DSG) will get a proprietary heavy-duty, wet-style dual-clutch setup with custom transmission programming.

Although all-wheel drive provides superior traction versus 2WD, with 575 horsepower the R32 excessively spins the front tires before sending power rearward. To mitigate this, HPA's Sport Controller system for the Haldex 4-Motion AWD more aggressively manages power sent to the rear of the vehicle. KW Variant 3 adjustable coil-over suspension lowers the vehicle and radically improves the R32's handling without delivering a harsh ride. Mammoth 14.4-inch (front) and 12.2-inch (rear) diameter rotors are clamped by upgraded brake pads to eliminate fade during road-course outings. Optional (\$2190) OZ 19x8.0-inch wheels wrapped in Dunlop Sport Maxx 235/35ZR19

tires complete suspension upgrades.

We traversed Vancouver's rural roads with HPA owner Marcel Horn riding shotgun. Repeated 60-to-0-mph stops occurred in a right respectable 114 feet while 0-to-60-mph sprints took just 3.5 seconds—launching with more than a car length of four-wheel burnouts (visit [motortrend.com](http://motortrend.com) for a video of the wild launches).

On one run, we kept the throttle planted for a full mile to generate a standing-mile time of 30.2 seconds at 173.6 mph. Cut the steering wheel to the right and left, and the HPA R32 has more stick than Grandma's freshly glued dentures. Even in foul weather, the AWD R32's cornering and acceleration still throw you into the seatback with the force of a WWE wrestler bouncing off the ropes.

Don't like the taste of Rabbit? HPA can apply the same R32 tuner mods to an Audi A3, A4, or even a VW New Beetle. A 575-horse Beetle—now that would be the ultimate sucker punch. ■

	2008 VW R32	HPA R32
Power	250 hp	575 hp
0-60 mph	5.8 sec	3.5 sec
Quarter mile	14.4 sec @ 94.5 mph	11.9 sec @ 123.2 mph
Braking, 60-0 mph	111 ft	114 ft