

# PERFORMANCE

# VW

## INSIDE THIS ISSUE

- Euro-look Audi 90 ● SEAT Leon TDI tested
- HPA's bi-turbo Audi TT ● Mk2 Jetta 16v turbo
- Blown Vento VR6 ● OZ Wheels' 35th Anniversary
- Belgian Mk1 Polo ● WIN Tuner Mart's Mk3 Golf

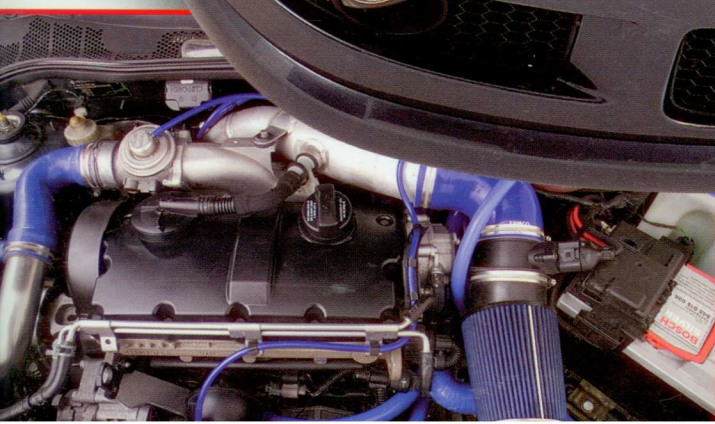
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## EXCLUSIVE: **THE DARK SIDE**

**UK Mk4 POLO BOASTS  
200BHP TDI  
ENGINE SWAP**  
Mk5 FRONT END,  
RED LEATHER,  
WIDE ARCHES  
AND WRD  
RIMS





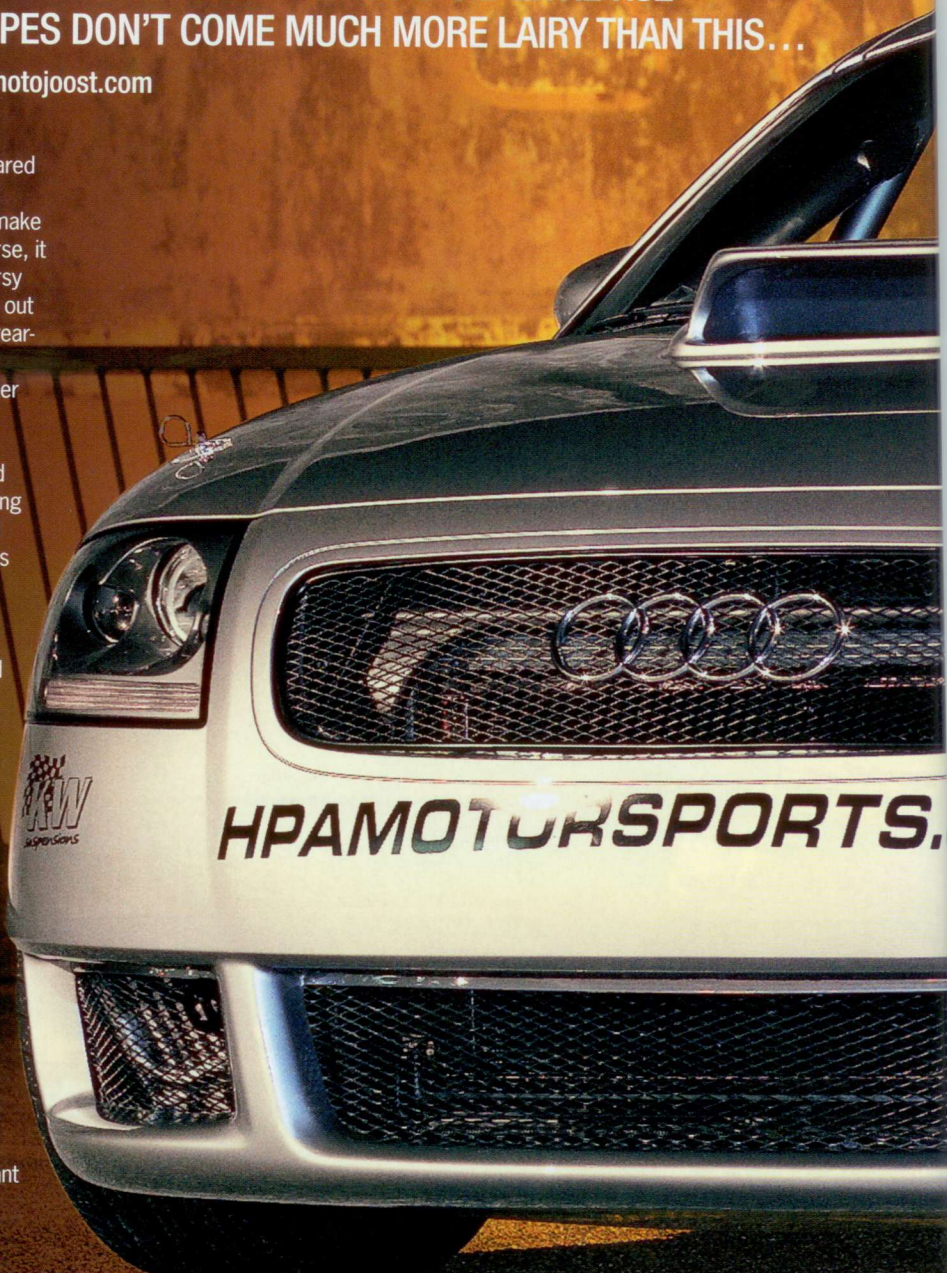
# HELLO MOTTO

NICKNAMED ZILLAMOTTO, CANADIAN FIRM HPA MOTORSPORTS' TT DEMO CAR BOASTS OVER 500BHP THANKS TO A TWIN TURBO'D 3.2-LITRE R32 TRANSPLANT. AUDI COUPES DON'T COME MUCH MORE LAIRY THAN THIS...

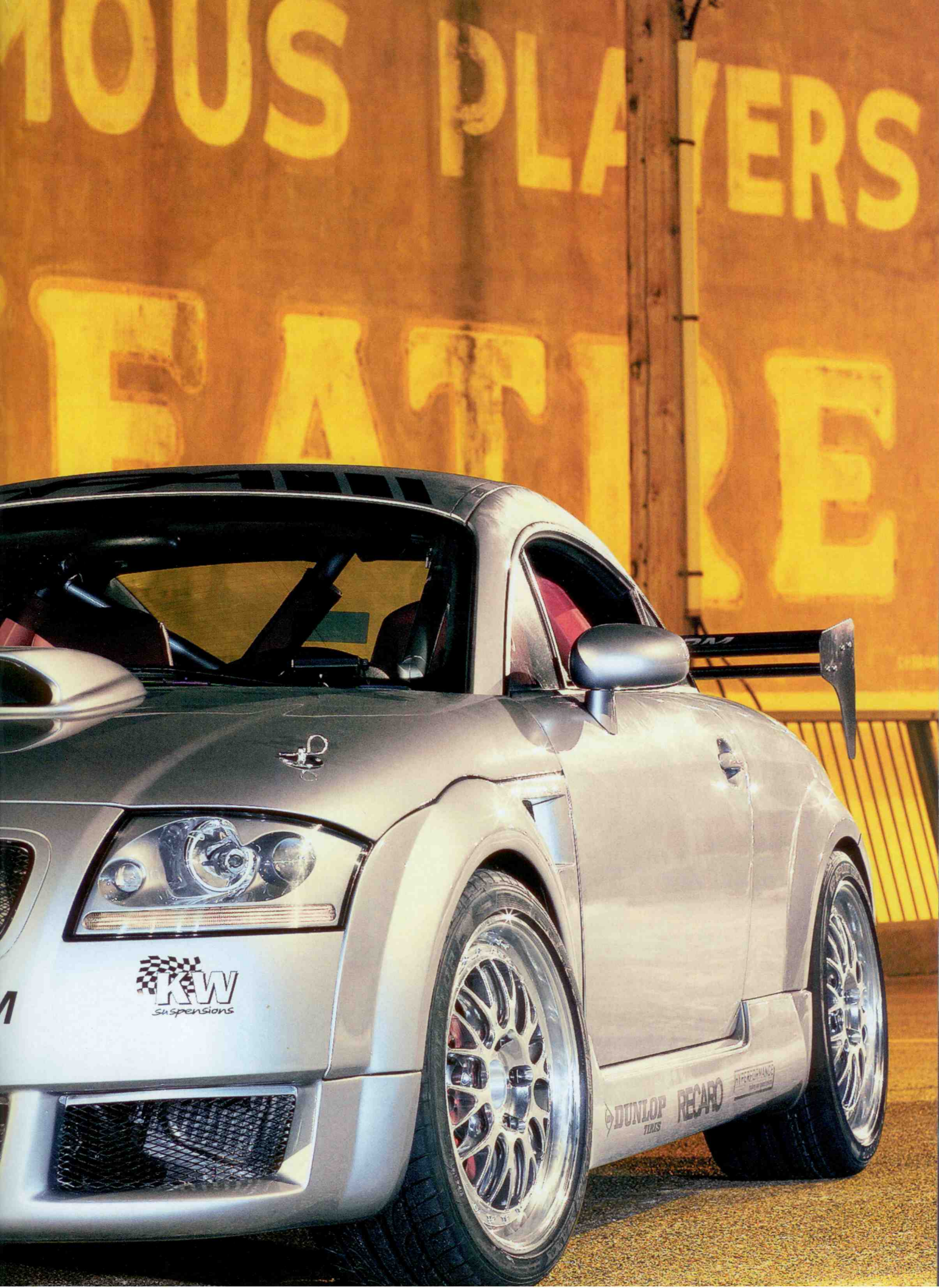
Words: Simon Jackson Photos: Photojoost.com

**W**hat is it about the Audi TT? When the coupé first appeared as a stunning concept car, critics said it would never make full production, but, of course, it did. In the early days a storm of controversy surrounded an unhealthy tendency to spin out at high speed thanks to a distinct lack of rear-end downforce, and you'll remember Audi quickly recalled the car for additional spoiler work. Early examples also boasted a lacklustre 180bhp chunked out of the trustworthy VAG 20-valve turbo engine and instantly became the darlings of city-dwelling suited types from the financial sector, and were duly adopted by the footballers' wives clan in abundance to boot. For some the image never recovered...

Luckily we're not all so narrow-minded. With the advent of the 225bhp version and subsequently the growling 3.2-litre V6 Quattro, things became far more rosy in the performance stakes and buyers finally braved a move away from the silver shading which all the early cars seemed to parade around in. Despite the TT having been around for some eight years now and the roads being flooded with the damn things, the design still looks fresh, whichever way you look at it. On the modified scene it's safe to say we haven't even begun to see the impact the Audi coupé could potentially have, with the Mk2 version marking a distinct departure from the car's original form, prices are bound to become more affordable, or may even force the hand of those keen to see the car become an instant modern classic. Either way, well-executed modified examples have been thin on the ground and aside from the infamous









Goldfinger TT built by Jochen Tack (PW 08/04) and Benny Dusart's (PW 08/04) creation both emerging from the less-is-more Belgian stable – not forgetting of course Chris Garcia's purple wonder from the States (PW 06/05) – we've not seen a mass influx of the machines. Not yet, anyway.

Once you've experienced all three incarnations there's no doubt that the TT could do with a few extra ponies; even in V6 guise it could be described as a touch lazy and arguably doesn't quite boast the feel, buzz or urgency of the older VAG VR6 lump.

That's where Canadian firm HPA Motorsports comes in. Regular readers will have seen our feature on the VAG tuner's three awe-inspiring R-GT cars built in conjunction with VW of America in our last issue, but for those who didn't, expect to see a lot more new-wave metal wearing HPA branding in future. With this TT the company has set out to create something special, and with Zillamotto, as it's affectionately termed,

it's safe to say 'mission accomplished'.

HPA is no stranger to seriously manipulating factory engineering. With the TT a plan was hacked out which would see the Canadians put their vast experience to the test, taking things a step further than the already extensive and impressive Stage One and Stage Two turbo conversions on offer. Essentially the firm was looking for a test bed for its all-new 650bhp Stage Three twin-blower setup, and the TT was the perfect car. Stripping the 2002 base car of its original 1.8T four-cylinder lump, the HPA crew, under guidance from head honcho Marcel Horn, sourced a European-spec R32 3.2-litre motor as a replacement through its German arm and got busy with the installation. As forced-induction specialists, the guys soon found themselves installing twin Garrett GT28RS blowers, custom silicone plumbing, dual fuel pumps and 750cc injectors to feed the coupé's new drinking habit. An impressive custom exhaust system found its way on to deal with the extra gases, while a few more

are created up front thanks to a nitrous fogger kit, misting the twin intercoolers creating a drop in breathing temps and an extra hit of pace – as if all that boost pressure wasn't enough already.

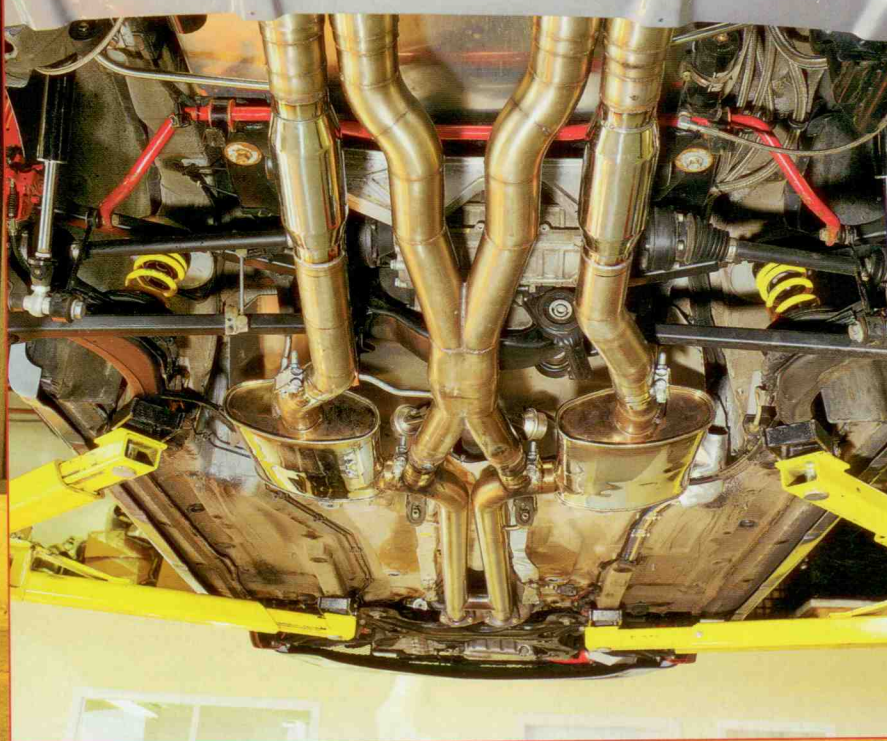
With a rigid concept in mind throughout, the car was built from the ground up to be handy on both road and track, so while the sharp end was equipped with far more shove the rest of the chassis received a few key tweaks in the form of all-wheel drive (AWD), KW suspension and, more importantly, a partnership consisting of Quaife diff and Haldex controller to alter the AWD's bias – enabling the car to translate its new-found strength to the road. Inside a mammoth 10-point roll-cage was installed while underneath uprated strut braces were employed to see off any weak points shown up by the heavier lump and extra grunt. Braking was sorted with larger discs and six-pots up front, single pistons at the rear and both are cleared by 10x18s out back, 8.5x18 BBS rims further forward





leaving a giant footprint behind the car.

With all this mechanical gubbins, you'd be forgiven for assuming the exterior would have been left bog-standard, but of course as HPA's demo car the Audi needed enough visual impact to leave potential punters with a severe migraine. German styling house Rieger seemed the perfect answer, and although the standard kit's look could send a grown man running, HPA has got involved with its own interpretation tweaking the rear skirt and partnering the front and rear Rieger aspects with a set of relatively subtle Vortex skirts. Of course the DTM-style wing is anything but tame, and actually lowers down on custom mounts to allow access to the boot, now home to that race-style fuel cell. From here the view inside greets the unsuspecting with an eyeful of cage together with lashings of red leather where the race-bred theme meets weekend chic, although with DEFI gauges, nitrous bottles and a heads-up display, there's no mistaking the genuine circuit feel.







Essentially this car is all about power: dyno tests have proven its mechanical credentials with an impressive 542bhp available to the right foot via 21PSI of boost, and that's at the wheels! Torque figures of 51.5 lb ft mean in motion the car isn't going to be shy or ever feel out of puff, in fact having seen it used in anger on an disused air strip, it definitely has the presence to outwit far more illustrious metal, partly thanks to HPA's clever launch-control programming which apparently sees off the advances of the OE ESP system. If the point of this car was to not only showcase HPA's new Stage 3 turbo kit, but also to show the VAG community exactly what was possible in terms of performance from Audi's coupé, then in our view it's job done. All we hope is more people take on the TT platform for modifying – we can't wait to see the results ●

## DUB DETAILS

**ENGINE:** 3.2 V6 (European-spec R32), Stage 3 twin turbo conversion consisting of: dual Garrett GT28RS ball-bearing based turbos with proprietary housings, custom silicone hoses, cast aluminium short runner intake manifold, 70mm downpipes, stainless-steel twin exhaust system with twin bypass, custom aluminium side-mount intercoolers with nitrous fogger kit, twin fuel supply system (two fuel pumps, two fuel rails, 750cc injectors), Sinter metal clutch, HPA launch control software

**CHASSIS:** Custom programmed Haldex controller, Quaife differential, lengthened and hardened gearchange, KW 3-way competition coilovers, upgraded strut braces, 10-point roll-cage, Stage 3 brake upgrade comprising of 365x32 discs with 6-piston calipers (front), 312x22 discs with single piston calipers (rear), BBS E88 motorsport 3-piece wheels 8.5x18" (front), 10x18" (rear), Dunlop SP Sport Maxx tyres in 235/40/18 (front) and 265/35/18 (rear)

**OUTSIDE:** Rieger front skirt, custom Rieger rear skirt, Vortex sideskirts, DTM wing with custom mounts, carbon fibre bonnet and wings

**INSIDE:** Leather-wrapped SFI roll bar pads, Recaro Pole Position seats, Simpson 5-point harnesses, on-board fire suppression system, battery cut-off, fuel cell, lower dash retrimmed in red leather, custom gear knob, Sparco steering wheel with lap counter, DEFI gauges and Heads-Up-Display

**SHOUT:** [www.hpamotorsports.com](http://www.hpamotorsports.com)