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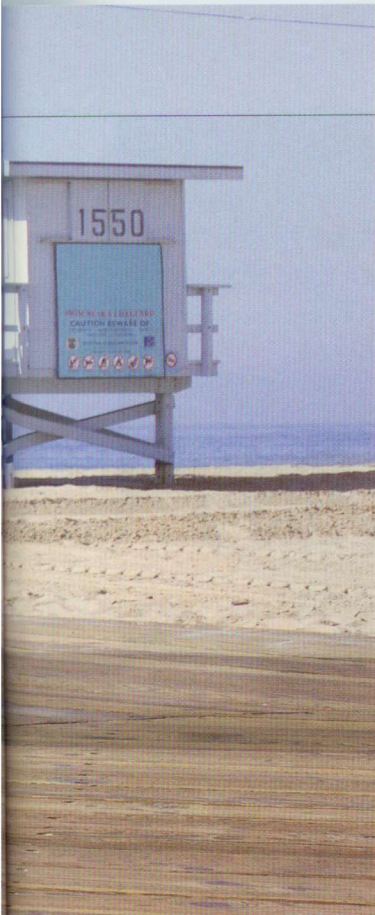


ORANGE WHIP

HPA'S TWIN-TURBO AUDI TT



AMPERSAND AMPERSAND AMPERSAND AMPERSAND AMPERSAND



Lincoln MKS

The new flagship for Lincoln is a large sedan that shares its platform with the Ford Taurus/Mercury Sable and the Volvo S80. Unlike the V-8 all-wheel-drive concept unveiled two years ago, the production version is V-6-powered with a choice of front- or all-wheel drive. The 3.7-liter engine produces 270 bhp and 265 lb.-ft. of torque. A more powerful version boasting turbocharging and direct injection will come along a year after the MKS's summer launch.

Another change from the concept is the new front grille, a split-waterfall design that will become a new styling cue for the division. The MKS will be priced between \$38,000 and \$48,000.—MDL

Our friends at HPA Motorsports in Canada recently brought us an Audi TT Coupe Quattro whose heavily massaged twin-turbo 3.2-liter VR6 puts out prodigious power—565 bhp and 500 lb.-ft. of torque. Knowing HPA's reputation for OE levels of refinement, we just had to test the car.

How does 0-60 mph in 3.5 seconds sound? Or the quarter mile in 11.7 at 120.1 mph? That's quicker than a \$225,000 Lamborghini Gallardo. And remarkably, it does this without sacrificing everyday driveability.

This particular TT was specially ordered from Audi GmbH, where it was pulled off the assembly line and painted a bright Lamborghini Gallardo orange. Although the scissors-type doors are a bit over the top, the Oettinger body kit brings a welcome aggressiveness without a hint of tackiness.

More impressive is what's gone on underhood, where purple silicone plumbing makes it known that this narrow-angle V-6 is turbocharged via a pair of Garrett HGP R25 turbos that feed a

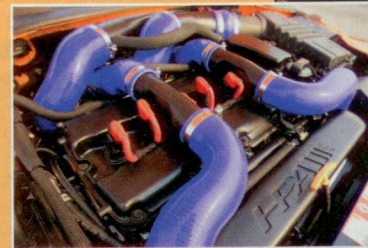
max boost of 19 psi. A pair of air-to-air intercoolers is employed, along with ceramic-coated exhaust components.

Power reaches the TT's wheels via a Generation 2 Haldex controller that keeps the stock 60/40 torque split but is more forceful upon lockup, and HPA upgrades the twin-clutch DSG gearbox with seven friction plates of a grippier compound. Moreover, the case containing the clutch discs has been strengthened to prevent warping.

Driven briefly at the track, the HPA TT is deceptively quick, because bite off the line is so good. The DSG eliminates jarring shifts, helping drivetrain longevity; launch control means acceleration runs are accompanied by just a hint of wheel-spin. The KW coil-over suspension feels firm, what you'd expect of a car with such abilities.

HPA plans to make perhaps 10 twin-turbo TTs, priced somewhere near \$125,000. Not cheap, but hey, it's faster than a Gallardo. For more information on this beautifully built TT, visit www.hpamotorsport.com.—AB

» Have turbos, will travel—quickly. HPA's Audi TT is freakishly fast, sending 565 bhp to its wheels via a DSG system with strengthened clutches and a modified controller for the Haldex center differential. Detail work is exquisite.



PHOTOS BY JEFF ALLEN

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