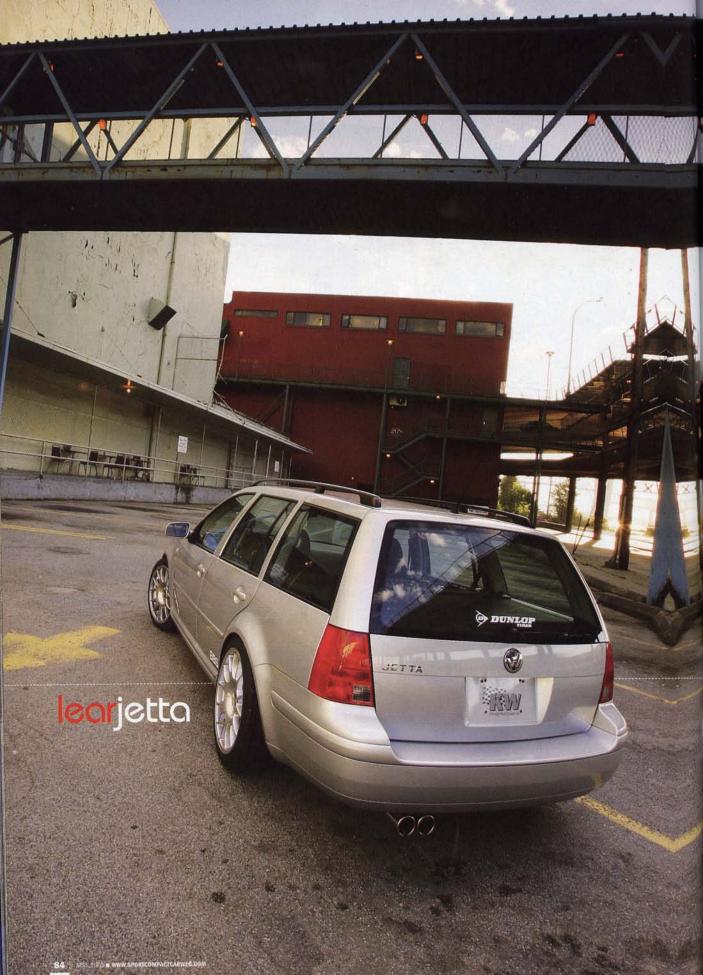


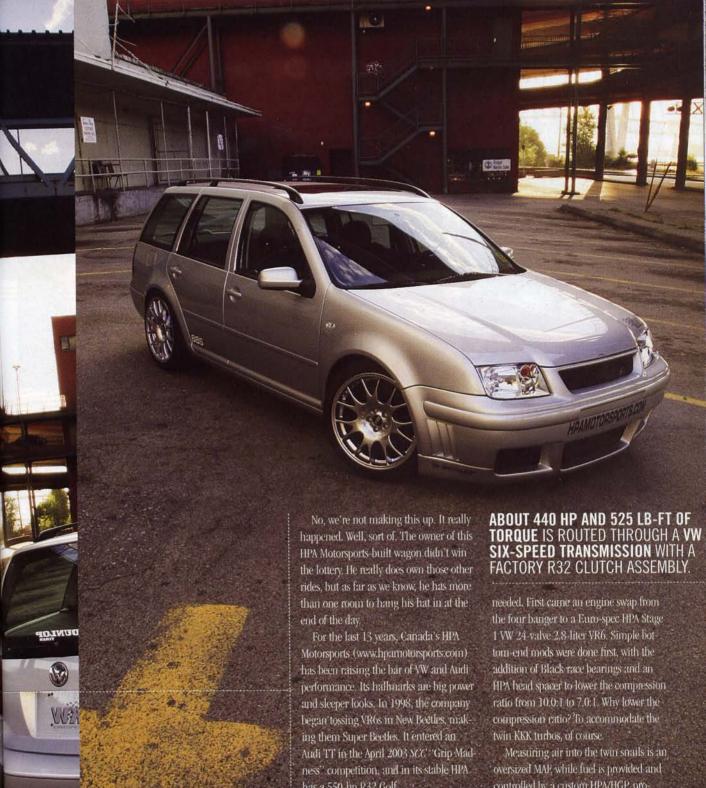


A stealthy, twin-turbo, 440-hp Jetta wagon BY DAN PASSE . PHOTOGRAPHY BY E. JOHN THAWLEY III, You just won the lottery and it's time to finally buy that 30-car climate-controlled garage with the one-bedroom

apartment attached. Time to fill the warehouse with a full complement of exotic machinery, including multiple Ferraris, Lamborghinis and perhaps a few Porsches. And that

400-hp Jetta wagon.





has a 550 hp R32 Golf.

The creativity never ends with these folks, and they have customers lined up to get their hands on the latest understated machine that can suck the headlights out of just about any Italian or German "supercar."

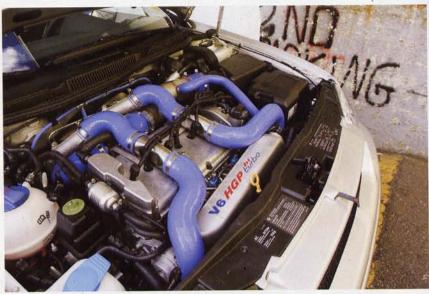
Starting off as a lowly 2.0-liter powered car, HPA owner Marcel Horn and crew decided a serious amount of steroids were

controlled by a custom HPA/HGP-programmed Bosch Motronic port fuel injection, HPA oversized 24 valve injectors and a Bosch external fuel pump. A T-304 stainless-steel HPA 3-inch exhaust system with twin 3-inch-Race catalytic converters and a GT6 muffler with dual tips expel spent gases in style.

Marcel says that although it's a big change, HPA was able to accessorize the



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pumped-up VR6 with the complete factory accessories in place, including the HVAC system. Amazingly, this combo runs on 91-octane California piss water gasoline and meets all OBD II regulations.

The claimed 440 hp and 525 lb-ft of torque is routed through a VW six-speed transmission with a factory R32 clutch assembly. An HPA short-throw shifter topped by a European six-speed shift knob helps clean up any sloppy shifts.

There's no HPA 4Motion conversion here, just plain old front-wheel drive. Marcel says the 4Motion system installed would bring the total weight of the car to about 1,100 pounds more than a stock wagon and can kill performance. This wagon weighs 500 pounds less than an R32.

Keeping the Jetta stuck to the ground is a full KW Variant 1 height-adjustable coil-over suspension system. No thrust reversers here—halting this beast are R32 slotted brake rotors with HPA performance pads. Grip is provided by classic-style 18x8.5 BBS CH wheels and ultrasticky Dunlop Super Sport Race 225/40ZR-18 tires.

The Jetta's fairly luxurious interior was enhanced with heated and cooled Recaro Style seats. Driving feedback is bettered by an R32 pedal set and steering wheel. Marcel swears these minor mods change the tenor of the interior from luxury to very sporty luxury.

Outside, the body has remained almost stock. As a finishing touch and to add some toned aggression, a Rieger RS4 front fascia with a debadged grille was fitted. Marcel reports it not only looks cool, but it also considerably lowers underhood temps and feeds the twin side-mount intercoolers. Unless you're in the know, however, the Jetta's new face isn't exactly striking or even that noticeable. Just the way Marcel likes it.





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So how does front-wheel drive combined with more than 500 lb-ft of torque drive? It scoots to a claimed low-12-second quarter mile. Wheel spin is kept to a minimum through the Dunlops and electronic boost control. But seriously, are there tires that would keep a front-driver with this much power from becoming a smoky mess under wide-open throttle? We doubt it.

This is a Jetta wagon with power, versatility, comfort, and VW durability and reliability. The best part is no one at a stoplight knows what the hell it is. It's a Porsche GT2 with a trunk. It's a four-door Lamborghini. It's a wheel-propelled jet plane. It's a LearJetta.

No one has to know you've got 30 cars but live in a one-bedroom apartment. ■

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2004 VOLKSWAGEN JETTA WAGON

CHASSIS

Code: MK IV

ENGINE

Engine Code: VR6

Type: V6, iron block, aluminum head Internal Modifications: HPA 7.0:1 head spacer,

Black bottom-end bearings

External Modifications: Stage 1 HPA twin-turbo system: KKK turbos, twin side-mount intercoolers, oversize MAF, T-304 stainless-steel HPA 3-in. exhaust system, twin 3-in. catalytic converters, GT6 muffler with dual tips

Engine Management Mods: HPA/HGP-programmed Bosch Motronic port fuel injection, HPA oversized 24-valve injectors, Bosch external fuel pump, sequential boost control

DRIVETRAIN

Layout: Transverse front engine, front-wheel drive Transmission: VW 02M six-speed manual Drivetrain Modifications: VW R32 clutch assembly, HPA short-throw shifter

SUSPENSION

Front: KW Variant 1 coil-overs Rear: KW Variant 1 coil-overs

BRAKES

Front: HPA R32 rotors and calipers, HPA pads Rear: HPA Stage 1 slotted brake system, HPA pads

EXTERIOR

Wheels: 18x8.5-in. BBS CH

Tires: 225/40ZR-18 Dunlop Super Sport Race

BODY

Rieger RS4 front fascia, debadged grille

INTERIOR

Recaro Style seats with heating, cooling and airbag, W R32 pedal set, steering wheel, European shift knob