

2011 **MUSTANG: More Power!** + **AUDI R8 V-10 SPYDER**

roadandtrack.com

ROAD & TRACK

Corvette

ZR1

Nissan

GTR

Porsche

911 TURBO



The
Ultimate
Shootout.

And the
winner
is...

JUNE 2010 \$5.99





Ampersand



Supercar Scirocco!

Not just for Europe anymore; HPA's Scirocco FT565 blasts into North America

Without doubt, the best-looking current Volkswagen is the Scirocco. Problem is, it's available only in Europe, and only as a front-drive 4-cylinder. Now, though, HPA Motorsports of Canada—whose various VW/Audi products we've sampled over the years—is

addressing these issues. The Surrey, British Columbia, firm is making the Scirocco available in North America, building perhaps 10 per year for the next couple of years. And they're not run of the mill Sciroccos; these are Scirocco supercars, all-wheel-drive versions powered by the company's proven narrow-angle 3.2-

liter V-6 that produces an astounding 565 bhp on race gas when fed 1.35 bar of boost by the twin turbos.

So, how can HPA sell Sciroccos here? Shortening a complex story, company proprietor Marcel Horn says the HPA Scirocco is basically a kit car, one that's OBDII compliant and can be registered in friendly states such as Florida

and Texas. HPA imports rolling chassis (without powertrains) from Germany, then goes to work building the rest of the car with mostly OE VW/Audi parts. In go the built VR6 and Haldex Gen II 4Motion awd system, the drivetrain installation simpler than might be expected, says Horn, because the Scirocco unit body is so similar to

the Golf's. Of note, the differentials are stock open units, but the 6-speed DSG has been fortified with additional clutch discs, extra-aggressive friction material, a strengthened cage and HPA's own launch control tuning.

And with said launch control deployed, the HPA Scirocco accelerates like the wind it's named after, hit-

» HPA's Scirocco is blisteringly fast, quicker to 60 mph than the three supercars in our cover story.

» ROADANDTRACK.COM/HPA
GO ONLINE TO SEE MORE
PHOTOS + VIDEO





ting 60 mph in 3.2 seconds and the quarter mile in 11.4 sec. at 122.7 mph, the tach zooming well past redline in each gear. Top speed, given the car's current gearing, is 176 mph, says Horn.

As for the Scirocco's suspension, HPA turned to KW for a coil-over setup that's adjustable for height, compression and rebound. Of interest, HPA sent corner weights, track, wheelbase and other data to KW in Germany, which then calculated the spring and damper rates on a 7-post shaker rig recently acquired from the shuttered BAR F1 team. And in our drive of the car, which was fitted with 265/35ZR-19 Michelin PS2s all around, we were impressed with how dialed-in it felt, given its minimal testing. The brakes also worked great, with monstrous 14.4-in. front rotors taken from the

Audi RS 6 parts bin. About the only thing to complain about is the unrealistically low ride height; but it sure makes the wide-body HPA Scirocco look great...and contributed to the excellent 72.1-mph weave through the slalom.

Horn says the biggest challenge with the Scirocco involved electronics, making sure the numerous systems worked properly with the new CAN network. And the job has been done well, the HPA Scirocco even possessing a boost gauge in the driver information center. And the blinkers automatically come on when the car brakes hard, just like in the European Scirocco.

All told, the HPA Scirocco has the look and feel of an OE supercar, and at around \$135,000, it also has a supercar price (an \$85,000 front-driver is in the works). As for registration concerns, Horn says he simply won't sell the car to buyers who can't register it. —Andrew Bornhop



Ford Focus RS500

Ford of Europe is sending the current-generation Focus RS out with a bang with a limited edition called the RS500. The "500" doesn't refer to its horsepower, but rather the number of cars to be built. As with the Focus RS, none are destined for the U.S., although Ford's Mark Schirmer promises that, starting with the next-gen Focus, "we will be free from having to watch the Euros have all the fun." Let's hope so.

The fun in the RS500's case comes by way of a 45-bhp bump over the regular RS, for a total of 350 bhp from the turbocharged 2.5-liter 5-cylinder (torque increases from 325 to 340 lb.-ft.). The extra power was achieved via a bigger intercooler and air filter, a larger-diameter exhaust downpipe, an uprated fuel pump and new software calibration. Ford claims the front-wheel-drive RS500 can hit 60 mph in 5.4 sec.

It'll be easy to spot an RS500: Just look for the matte-black paint job. It's actually not paint, but rather a special film (by 3M of Frankfurt, Germany) applied over Ford's standard metallic paint to create the matte effect. —Mike Monticello



» The limited-edition Focus RS500 logged 500 nonstop laps around the Nürburgring in testing. This is one stout hot hatch.

