

Bad Bug



INK & PICS: PHILIP ROYLE

HPA Motorsports' \$58,000 Creation

The faster the car, the better it is. Recently, however, there has been a fallacy that cars need to have loud body mods in order to go fast, but that isn't true. For those who own the insanely fast cars, loud paint jobs and big wings only grab the wrong kind of attention. The scary thing is that some of the fastest cars are often the most innocent looking vehicles. Case in point, HPA Motorsports' latest creation: An all-wheel-drive, single turbo, 12v VR6 New Beetle, cleverly disguised in 2.0L body panels. It's comfortable, practical, inconspicuous, and—oh yes—fast as hell.



Externally, this could be any mildly modified 2.0L New Beetle. The body isn't wild and, with the exception of the front RSI nose and the Aerodymensions rear wing, this could simply be a lowered base model Beetle. Gleaming through the front bumper, however, is the

inter cooler plumbing, hinting that this isn't just another trendy VW. Also suggesting this Beetle can perform are the bright red Hyperformance Porsche Boxster S 312mm front brakes tucked under the RH Porsche wheels.

When I first sat in the car, I was taken aback by how straightforward the cockpit was. Inside, various trim pieces are color-matched to the body, and twin Autometer gauges sit center stage in the GT6 gauge pod. The seats



Exterior body mods are sparse yet tasteful. The color-matched interior trim pieces add to the understated styling of the car. The gauges are the only thing that gives away the power of this Beetle. Based on HGP's turbo kits, HPA improved upon the original design to make the package work for its North American customers. Talk about shoe horned, the VR6 engine and single turbo actually fits

are Hofele Design Leather seats, but despite these mods, the interior, including the colorful fake flowers in the bud pod, doesn't seem like the access point for 330 horsepower—but it is. Under the hood, the single turbo HPA/HGP setup, which fits any VR6 motor and produces 13 pounds of boost, is a beautiful piece of engineering. In fact, the only flaw to the turbo system's design is that it can't be seen while driving.

Underneath the car sits a 4-motion drive system and a 4-motion six-speed manual transmission, both ready to take the power and transfer it to the Bridgestones. And transfer it does. The power is seamless, and from the moment I turned the key I knew this car would drive like no other Beetle I'd ever driven. The exhaust was silent at idle, and the all-wheel drive system powered the car so smoothly it felt as unwavering with my foot to the floor as when the car was stationary. Even in harsh turns this Beetle handles impeccably. With the accelerator pegged, I discovered the car held to the road like glue, thanks to the KW Variant 2 coilovers working in tandem with the 4-motion system.

Slowing down isn't an issue, either. Stomping the brake pedal, the front rotors are grabbed by the Boxster S calipers and the car stops instantly, taking full advantage of the new ABS system that HPA installed when the drivetrain went in. Despite the weight of the car, which is increased mostly thanks to the new drive system, I discovered the brakes never faded no matter how many times I brought the car to a stop.

The crew at HPA has accomplished what I previously thought impossible: They've built a New Beetle that I'm not embarrassed to be seen in. Then again, with the performance this car is capable of, the only thing anyone is going to see is the exhaust—in dry or wet conditions. The result of HPA's tinkering is a seamless, very reliable, breathtakingly fast VW, the performance of which is equaled only by a handful of 6-digit exotic cars—not bad for under 60 grand. **EJ**

(DRIVER SPECS) HPA MOTORSPORTS LANGLEY, BC, CANADA

WHAT'S YOUR OBSESSION WITH ALL-WHEEL-DRIVE CARS?

We build fast cars, and fast cars need to hook up

HMM, HOOK UP? I'VE HEARD THAT BEFORE

Maybe. Some claim their cars can hook up, but mine really do

DO WHAT?

Hook up



(PERFORMANCE SPECS)

HP: 330 @ 4,200

TQ: 340 @ 3,000

0-60: 5.4 sec

1/4 MILE: 13.3 sec

TOP SPEED: 160 mph

(TECH SPECS)

ENGINE:

2.8L 12v VR6, HGP single turbo system, HPA/HGP cast intake and exhaust manifolds, HGP T3/T4 turbo, HPA piping, HPA/HGP 3-inch T-304 exhaust with twin catalytic converters, expansion muffler, and dual 3-inch tips, HPA/HGP programmed ECU, intercooler, oversized 12v fuel injectors, sequential boost control

TRANSMISSION:

VW 4-motion six-speed transmission, VW Motorsport/Sachs race clutch, VW 4-motion all-wheel-drive system with Haldex coupler

SUSPENSION:

KW Variant 2 4-motion adjustable coilovers front and rear

WHEELS & TIRES:

RH Porsche Turbo 18x8.5 wheels front and rear, Bridgestone Pole Position S82 225/35-18 tires

BRAKES:

Hyperformance 312mm Porsche Boxster S front brake rotors and calipers

BODYWORK/LIGHTING:

HPA/HGP RSI front bumper with intercooler ducting, Aerodymensions rear spoiler

INTERIOR:

GT6 gauge pod, Autometer Ultra boost and water temperature gauges, color matched center console, door sills, and speedometer housing, Hofele Design leather interior package

MOBILETRONICS:

Factory head unit and speakers

PROPS/SHOUT-OUTS/MAD LOVE:

The crew at HPA, as well as HGP, Hyperformance, and all the others who helped out



