

CAR OF THE YEAR

THE '04 WINNER:
A RADICAL CHOICE



MOTOR TREND

'05 CORVETTE!

THE FIRST UNAUTHORIZED LOOK



FULL-THROTTLE COMPACTS

Ford SVT Focus ZX5
Mitsubishi Ralliart
Nissan Sentra SE-R
Subaru Impreza 2.5 RS

FIRSTS:

Porsche Carrera GT
BMW 645Ci
Dodge Ram SRT-10

January 2004

USA \$3.99

Canada \$4.99



MOTORTREND.COM

500 HORSE POWERS

FORD GT v. DODGE VIPER
(REAL TESTS, REAL NUMBERS)



2004 HPA VW R32

202 mph on pump gas. With A/C. And a warranty.

We can't wait for VW's new 241-horse, all-wheel-drive R32 to hit the American marketplace. HPA Motorsports couldn't wait, either. It's already developed, tested, and certified three positively wicked versions of its R32 turbocharged tuner packages: a 400-horsepower Stage I, a 550-horsepower Stage II, and a full commando 600-horsepower Stage III. We recently tested the Stage II and were delightfully shocked—but your conscience and pocketbook should dictate what's right for you.

How "shocking" can a V-6 Volkswagen really be? How about 0-to-60 mph in 3.2 seconds? The quarter mile in 11.49? A 600-foot slalom in a Mitsu Evo-like 71 mph? During official German TUV government testing, the HPA R32 topped out at 202.6 mph. You read that correctly.

More shockers: It runs on premium pump gas and idles more smoothly than the stock R32. If the weather goes sour, the HPA R32's 4Motion AWD will keep you safe while you're hustling the curves.

Although the stock R32's 241 horsepower is strong in this category (the lauded Subaru WRX makes 227), HPA feels more than doubling that number makes it just about right. Twin KKK K04 ball-bearing

turbochargers, modified to HPA's Stage II specs, pack 19.5 psi of boost through twin air-to-air intercoolers, a larger mass-airflow sensor, a custom cast-aluminum intake manifold, past a special head spacer, and into the 3.2-liter V-6. Oversized fuel injectors, a Bosch high-volume fuel pump, fuel-pressure regulator, and recalibrated ECU keep in check detonation that can come with nearly 20 pounds of boost. Custom exhaust manifolds and turbo downpipe, twin race-spec catalytic converters, and a single three-inch T-304 stainless-steel exhaust system make for a free-flowing setup that remains mellow at idle.

The R32's upgraded suspension and 4Motion AWD do a commendable job in the handling and traction departments, but HPA ups the game with its KW suspension kit, which includes INOX Variant I coil-overs up front with 16-way adjustable Version 3 shocks for the rear. Optional BBS RC 18x8.0-inch wheels wearing Dunlop SP Super Sport 225/40ZR18 tires provide added flash and fantastic grip, but will set you back \$3200 above the Stage II package. On the highway, the suspension proved smooth and predictable, yet the combination delivered impressive g-forces that earned it entry into the exclusive 70-mph club during slalom testing.

The stock R32 comes with so much stuff that HPA didn't mess with the rest of the package, aside from an upgrade to Hagus side mirrors and a slightly larger rear wing for added stability over 200 mph. Inside, special door panels with embroidery are the only mod.

At \$25,000 above the cost of an R32, the HPA Stage II upgrade isn't inexpensive. Yet, it provides astonishing performance that's useable under a variety of weather conditions. Spool up the turbos, dump the HPA heavy-duty clutch, and you're in for an accelerative slap to the face. The car doesn't just launch quickly; it blasts off with all four tires howling (watch it at www.motortrend.com). The numbers will show that the HPA R32 outaccelerates and outgrips Porsches, Ferraris, Corvettes, and Vipers—while offering a back seat and room for five.

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Source

HPA Motorsports
604/598-8520
www.hpamotorsports.com

	VW R32 (est)	HPA R32
0-60 mph	6.4	3.2
¼ mile	14.50@95.00	11.49@120.18
Braking, 60-0, ft	115	107
Slalom, mph	65.5	70.9



HPA does a nice job of keeping underhood upgrades looking clean and simple. Note the handmade inlet piping and custom silicone hoses. Need proof of the 202-mph claim? Check out the German TUV certification.

WHAT'S HOT

- 202 mph
- Exotic-car performance
- Resembles a stock Golf

WHAT'S NOT

- We didn't get to test the even more powerful Stage III
- Nearly doubles the R32's price
- Dealer service could be a problem