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# Track Terror

Text by Paul Rachwal // Photos by Warwick Patterson

**T**here is more than one way of promoting a company and its skills or products, especially a company that builds high-performance machines. Sure, you can take the traditional route of big budget advertising, or you can utilize some of that marketing cash on a unique car that draws more stares than the Dallas Cowboys cheerleaders. I'm talking about the kind of vehicle capable of making magazine editors weak in the knees and cameramen sweat at the thought of trying to keep the lens on the fast-moving subject.

Surrey, BC-based HPA Motorsports has chosen the latter, with its products often featured in countless magazines and TV programs with ham-fisted members of the media having some fun behind the wheel. You could say this built-to-order 2002 Audi TT Quattro ALMS is HPA's flagship attention-getter. The confidential customer dropped off the car with a set of coil-overs and a front-mount intercooler, and was obviously looking for more. In this case, HPA applied their track-proven recipe of two turbos with some choice aftermarket and custom HPA components to create a capable and reinforced all-wheel drive Audi monster affectionately nicknamed GoTTzilla.







This was no different. The four-cylinder motor has been yanked, and the hole filled with an HPA-tuned Euro-spec 3.2L VR6 found in the Golf R32 and Beetle RSi. The upgrade was a first of its kind for HPA, breaking new grounds in terms of power levels.

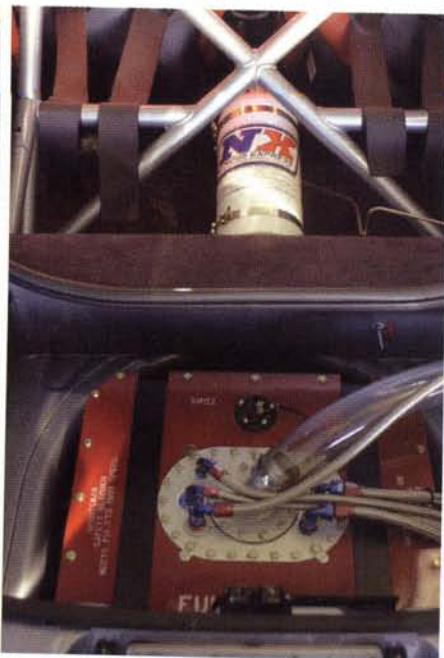
Dubbed the HPA Stage 3 Twin Turbo system, it is the next evolution of the 550hp Stage 2 system, but uses customized Garrett GT28RS turbos instead of the KKK K04 units. The ball-bearing Garretts sport cast exhaust and compressor housings tailored especially for the 3.2L motor. Proprietary exhaust manifolds and the custom work were of course handled by HPA. Downpipes of 70mm diameter lead to a dual stainless steel exhaust with twin bypass valves that open over a set engine speed threshold to uncork both sound and power.

The twin side-mounted intercoolers of the Stage 2 kit also get thicker and wider and each gets its own Nitrous Express N-tercooler (complete with purge valve) kit to further cool the intake charge.

As you may imagine, a monster engine like this needs to be fed an equally monstrous meal. Working from the final destination back, there are six 750cc injectors, one per cylinder, mounted on two separate fuel rails, one per cylinder bank. There are two pumps, each feeding one rail. HPA's ECU reprogramming makes drivability livable.

The numbers? We thought you'd never ask. HPA says their creation makes 650hp, a claim we have no reason to doubt, especially since it ran a documented ET of 11.5@126mph.

As the customer wanted a fully race and street legal car that also happened to be bulletproof from top to bottom, HPA had their work cut out for them. The drivetrain was seriously beefed up, starting with a Quaife center differential, and a rebuilt transmission that now sports hardened and longer (smaller) gears, for more top end speed, or as much as 200mph! A custom programmed Haldex controller divvies up the torque split 50/50 between front and rear axles, with power transferred to the driveline







from the rowdy motor through HPA's proprietary sintered metal clutch.

Since the TT sees the track more often than you hear Paris Hilton's name in the media, the suspension also needed to be upgraded. It starts off innocently enough with thicker sway bars, then goes on to include a KW Competition 3-way coil-over system. This bad-boy is just that; meant for competition. There are independent high- and low-speed compression settings on the external reservoir as well as the prerequisite rebound and height adjustments.

All that power and handling capability mean it takes plenty of metal to efficiently and consistently turn the momentum into heat, and HPA's Stage III kit is just the ticket. Featuring 14.1-inch cross-drilled rotors squeezed by six-piston Porsche-labeled, Brembo-made calipers in the front and 12.1-inch rotors in the rear, these stoppers make the Dunlop SP Sport Maxx tires claw at the pavement tenaciously, leaving behind 235/35-19 (front) and 255/30-19 (rear) tread marks. The custom wheels provide a clean,

factory-themed design, as these big 19 inchers keep the beast firmly planted.

But active safety is not enough to pass the stringent National Auto Sport Association (NASA) tech where the car would race and thus, special precautions were taken. A Fuel Safe racing fuel cell mounted in the spare tire well was completely sealed from the passenger compartment by a bulkhead that is covered in Alcantara from the cockpit side in keeping with the Audi's luxury image. Furthermore, there is a battery cutoff and fire suppression system installed as well.

Bolting in the 10-point roll cage not only enhanced safety and reinforced the chassis, it also made the already tight interior even more claustrophobic. Parts of the cage were covered in the factory ALMS red leather, as was the lower dash and the new Recaro Pole Position seats. More trick pieces include the removable Sparco steering wheel with built-in lap timer, Defi gauges frenched into the stock radio location and a boost gauge in the vent. The finishing touch is the custom shift knob that pays homage to the car's

nickname with Godzilla etched into the top of it and scales around the outside.

Apart from the HPA-made oversized DTM-style rear wing and all the stickers, its subtle exterior could pass as stock. Even its carbon fibre hood and vented carbon fibre front fenders have been sprayed in factory silver paint. The rest of the body kit consists of Reiger front and rear (custom moulded) bumpers and a pair of Votex side skirts.

Thanks to HPA's makeover, the TT takes to the track like a fish to water, while not sacrificing too many creature comforts and conveniences that make life bearable on the road.

This HPA product speaks for itself and attracts media and consequently public attention, instead of buying it. It also lives up to HPA's motto; Built to Be Driven. The talented HPA team managed to once again push the boundaries of performance, effectively transforming this Audi into a proven track terror. **PAS**

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