



DUEL



Vevedub refiner APR has produced two of the finest tuned Golfs we've ever driven but with over 1100bhp on tap from these two hyper hatches, which would you chose: the GTI or R?

Words & Photos: Bryn Musselwhite

I'm smiling as I type this as split almost evenly between these two late model Golfs from tuner APR is an incredible 1170bhp. I'll be honest; at first I passed these two over as tuner demonstrators with a host of bolt-on parts and some graphics designed to lure you in. Whereas I need soul. Where is the essence

of a modified VW that we all crave? These appear to be computer-designed, clean sheet builds that haven't earned my respect through being built in a small garage somewhere, or having skinned a bunch of knuckles, or emptied wallets along the way. Yes, there's all that power and comfort combined in the subtly

tweaked yet recognisable Mk6 body shapes, but for me there has to be that extra something. So where's the soul?

Well, talking to Guy Harding, head man at Harding Performance, home of ARP Australia, I realise the soul can be found in him and his team. As he talks, his passion for VW becomes



APR never upgrade stuff just for the sake of it; if it's added then it's purposeful. GTI trim is virtually bone-stock – all bar boost controller. It's a similar story under the bonnet, too

obvious. He's instilled decades of experience in to the builds, and that's what I'm looking for.

Thinking laterally, for me, these two are the modern interpretation of the traditional air-cooled Cal-look Beetle – which makes a lot more sense when you talk to Guy because that's his background. They're not retro-styled with re-created wheels or faux aged stickers designed to ape a look from decades ago. Instead they've been made with the same ethos as those giant-slaying Beetles. Subtle, everyday cars made to destroy and embarrass more expensive and supposedly capable machinery. Your Porsche GT3 just got whipped by a Golf R?

That just happened. Guy shows me photo albums of foreign travel laden with rare and obscure air-cooled VWs going back to the mid-'80s. This Wolfsburg thing has been in his blood for a long time.

For the last 15 years the water pumpers have come to his attention and under the APR banner this is the core business, working out of an immaculate and well-equipped workshop in Brisbane. If the sanitary feel is not something you really 'get' then imagine this is the clinical operating table that Guy and the team use to bring these incredible machines to life.

That's what they are you know, incredible.

Both are the second incarnations for APR, as Guy explains: "This is our second Mk6 GTI. We previously built a 400bhp manual transmission vehicle. Once again, the never-ending search for speed made us move to a DSG car and extract more power."

So what were the priorities when you started the project with a new car? "This vehicle has been made as a real sleeper (decals aside). Driveability and comfort are the number one priority. No vibration, no extra cabin noise, civility throughout," Guy replies.

To achieve the 570bhp that the GTi does is no mean feat, especially when you consider on race fuel that also equates to a





APR GTI demo sports 'R' graphics that hint at the VW Racing hardware used to uprate the chassis in order to cope with all 570bhp

Dub Details (Golf GTI)

ENGINE: APR Stage 3 (built engine – rods and pistons), stock cylinder head, APR Stage 3 plus turbo kit with GT 3071 turbocharger, APR RSC exhaust and intercooler, SSP DSG uprated clutch packs, Harding Performance DSG software

CHASSIS: Volkswagen Racing UK wheels, brakes, and engine mounts, Ohlins dampers and Volkswagen Racing springs, Superpro suspension arms, sway bar sets and full suspension bushing kit

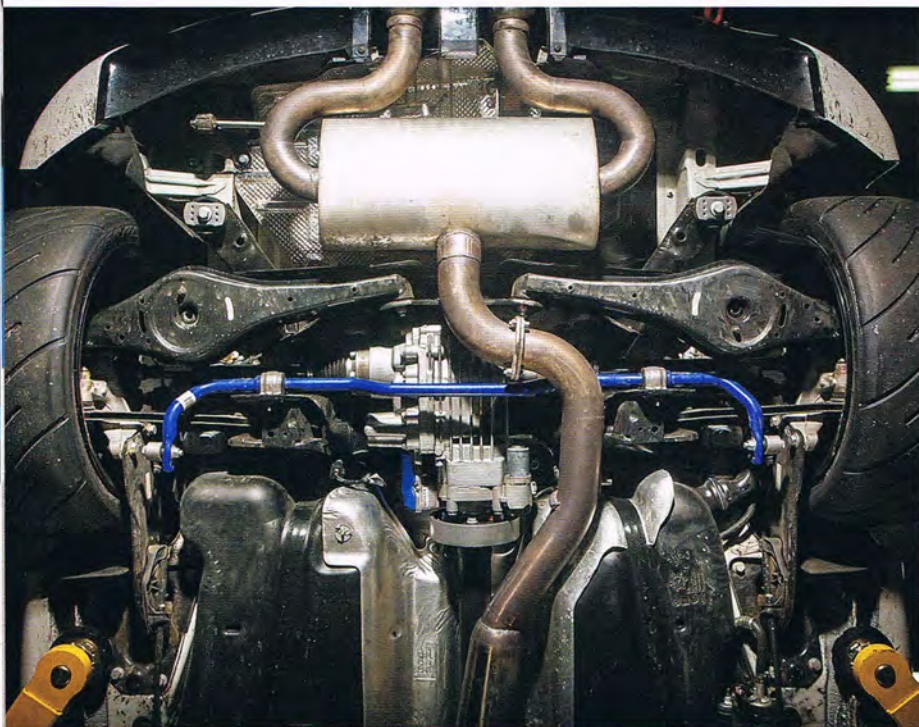
OUTSIDE: Widened front wings (one-inch each side)

POWER: 570bhp, 700Nm on race fuel

PERFORMANCE: 11.5 second quarter-mile @ 124mph in full street-legal trim on treaded tyres



This vehicle has been made as
a real sleeper.
 Driveability and comfort are
 the number one priority



AIM data logging system fits snugly where stereo



To make the most of the all-wheel drive system APR fits a Haldex controller to manage where the power goes, and when, while Harding also installs its own DSG software

sledge hammer-like 700Nm. All the figures I'm going to be quoting are dyno hub proven too, so put the doubt away.

We know from talking to other builders that the newer gen engines aren't the easiest to work on. Guy agrees: "Building these engines is a much bigger task than those of the engine family of the Golf R, and sourcing parts is not as easy. But the stock cylinder head is capable of this big horsepower."

Upgraded rods and pistons go into the package as well as the usual attention-to-detail a build like this demands. Now in street-legal trim and running on treaded tyres the GTi can run an 11.5-second quarter-mile with a 124mph terminal speed.

Dub Details (Golf R)

ENGINE: APR Stage 4 (built engine), APR CNC ported head, APR Stage 4 turbo kit with GTX 3071R turbocharger, APR RSC exhaust, intercooler and fuel pump, SSP DSG uprated clutch packs and oil cooler, Haldex AWD controller, Harding Performance DSG software
CHASSIS: Volkswagen Racing UK wheels, brakes, Clubsport suspension, engine mounts, Superpro suspension arms, Sway bar sets and full suspension bushing kit
INSIDE: AIM datalogging dash, Japanese-spec Recaro SR-6 Seats
POWER: 600hp, 850Nm on race fuel
PERFORMANCE: 10.8 second quarter-mile @ 127mph (in full street-legal trim)





once lived and allows you to retain all factory dials in their original location. Japanese-spec Recaros are only other additions but when VW got it so right first time, why not?

"These engines, whilst comparatively making more power than their Golf R brothers have an issue pulling Gs around corners," Guy continues. "To allow for the deficiencies in the oiling system we run a drain to sump catch can and an 'Accusump' – which is a secondary pressurised oil system. To fit in a three-quart system, the easiest way we could do this was relocate the battery to a secure box located in the boot."

Look inside and it's all very factory. Again I'm looking for the personal touches and the discreet digital gauge on the steering column hints at its ability to monitor boost and trans temperatures. I'm starting to feel like that really is enough, the massive potential hidden

beneath really will more than satisfy. This kind of approach is indicative of the new-skool approach: less is more.

Back outside if you forget the graphics, which are there for obvious reasons, there really are very few clues as to how potent the GTi is. One thing kind of stands out though. "Putting all this power down through the front wheels is a challenge – that's why we stepped up to wider front wings to allow larger tyres and a wider track," explains Guy. To see how this all comes together please check the video link over the page.

The Golf R programme has developed into something very different and the more time I spend with these two the more I notice how

they serve seemingly similar yet specific purposes. Whereas the GTi is almost the hooligan machine, the R seems like the dedicated weapon. I might be splitting hairs here but I have to discern between the two, otherwise I'm simply going to want both.

The cabin is almost stock. I say almost because those are Japanese-spec Recaro SR-6 seats in there along with an AIM data logger display to inform you what's going on. But swap the original sat nav/headunit back in and you'd never know the power was there. Guy runs us through how it's all come together: "This is also our second Golf R, we previously built a 430bhp manual transmission vehicle. And again our search for all out speed made





▶ <http://youtu.be/ON8nyoGE-Rg>



▶ <http://youtu.be/x7e3BPfvhMw>



Despite Guy's claims your nan could pootle to the shops in either of these cars, should the moment arise when you want to 'light 'em up' then it's never too hard

us move to a DSG car and up the ante a little!"

A little? That's another 170bhp Guy is referring to there! "The car is circuit-focused, and spends a lot of its time upsetting GT3s at Porsche club events and is no slouch in a straight line," Guy grins. "It still holds the record as the world's fastest Golf R by quite a margin." Guy also runs a 550bhp, turbo converted Porsche Cayman, so he knows what he's talking about.

However hard it is, and we're not about to say it's easy, straight line handling is simpler than going around corners, which is why we need to know just how Guy makes the most of the R's insane power? "Getting the transmission to handle the power and torque was no easy task," he replies. "A careful

combination of software and hardware took quite some time to work out. The temperatures are controlled with an additional SSP oil cooler."

Guy is rightly a little guarded about just how it all works but the team at APR work closely with suspension specialist Fulcrum who produce the globally-known Superpro brand of bushes. Along with its custom arms, these go a long way to helping the pair put the power down.

Unlike the GTI, the R's head has been swapped for an off-the-shelf APR item, again the engine build taking place in-house to the exacting standards needed.

So what are they like to drive? "Perfectly mannered on the street with the damping

wound off a touch," says Guy. "Even grandma could go for a run to the shops in them."

I can't think of a situation where these two cars wouldn't shine, or equally blend in to the background if you so desired and I think that's the key here. Have we all become too hungry for the extremes of the show car scene when sometimes you just want to drive really fast – literally to disappear in all possible ways.

Maybe when you buy an APR kit, you get a little bit of soul food with it, too. An attitude upgrade that makes this inanimate object around you come alive, the added power and attention needed waking up senses so that you respond to the car on a deeper level than normal. If you put the soul in yourself, you get so much more back out ●



Contact:

APR in Australia (www.goapr.com.au)
Harding Performance in Brisbane (www.hp.net.au)

Putting all this power down through the front wheels is a challenge

HUETS CORRECTION

Just a quick note to say that we incorrectly credited Car Audio Security with building Kenwood Electronic's Scirocco demo car in a caption on page 100 of *PVW* 06/13. We should have credited Huets at www.huets.com instead. Apologies to all involved.

INFO CENTRE

New from PSI Tuning is this rather clever gauge for the Mk5 and Mk6 platform. According to PSI, the P3Cars Vent Integrated Digital Interface (VIDI) is the Swiss Army Knife of performance data, offering features of gauges three times the price in one simple package. It displays critical vehicle metrics like boost pressure, coolant temp, intake air temp, exhaust gas temp, throttle plate, speed, rpm with shift light and battery voltage – as well as peak recall and run/record recall in all modes. And with a nice clean and subtle design pre-installed in a OEM vent, it won't look out of place in any Mk5 or Mk6 platform interior. It costs £358.80 and you can find out more on the other end of www.psituning.com or 01782 563 703.



AUTOTECH UK

North London-based Garage Midnight has just announced that it is now the UK importer of Californian tuning house Autotech. Autotech has a huge range of tuning products for the entire VAG range, from small accessories to full-on tuning bolt-ons. And one of its most well known is its uprated fuel pump for the 2.0-litre TFSI engine. If you know anything about TFSI tuning then you'll know that the stock fuel pump is a notorious weak spot when it comes to making big power. Autotech's pump sorts things out and ensures the pump is capable of feeding as much fuel as is needed in to your petrol-hungry engine. It costs £324 and Garage Midnight has plenty of stock in, so what are you waiting for? Go order yours now. Log on to facebook.com/GarageMidnight or pick up the phone and call 020 3478 7383 to find out more on the full Autotech range or the pumps.

SUPA HEROES

Own a Mk5 or Mk6 platform car and take your handling seriously? Then these new Supaloy lightweight aluminium control arms from SuperPro are right up your street. The control arms combine the class-leading performance of SuperPro polyurethane suspension bushes with lightweight, high-stress and corrosion resistant metal-alloy arms, delivering a 44% reduction in unsprung weight when compared with the original cast steel arms. The package is supplied with the separate rear-mounting bracket, making installation a straightforward process. The SuperPro polyurethane bushes are pre-fitted to the arm and the offset rear control arm bush dials in extra caster for greater straight-line stability and turn-in. But even if there is no need to replace the complete arm, you can still enjoy some of the benefits by fitting just the rear bush and mounting bracket, improving the location of the original arm and has the pre-set offset for caster increase. To complete the package, SuperPro has developed an adjustable ball joint which can be used in combination with the original VAG arm or with the Supaloy arms. The ball joints and front control arm rear mountings are both priced at £166.80 and the Supaloy Control arms are £442.80, while a kit containing all components is priced very competitively at £598.80. For more information on all SuperPro products, click over to www.superpro.eu.com or call 01823 690 281.



CADDY SHACKED

Own a nu-wave VW Caddy but can't find an easy way of getting it sitting closer to the concrete? Eibach has got you covered with its new Caddy lowering kit. As VW Commercial Vehicle's official suspension supplier, Eibach enjoys unparalleled access to VW's chassis data so there's nobody better-placed to develop a proper lowering kit for the Caddy. The kit offers a substantial (but factory approved) 45mm drop using Eibach's multi-award winning Pro-Kit springs and a suitably over-engineered shackle lowering kit. The kit comes with a five-year warranty and costs £425 – to get your hands on one log on to www.eibach.com or call 01455 285851.

SPARES HUNTER

Volkswagen spares specialist, Volkspares has launched a brand-new website to celebrate 40 years of trading, and it's one that makes finding and ordering both water and air-cooled VW parts as easy as possible. Providing a cost-effective alternative to main dealer pricing, Volkspares.co.uk has literally thousands of parts listed and in stock, offer free delivery on all mail orders over £50 and parts are dispatched within 12 hours or can be collected in store at any one of its UK branches. Get involved over at www.volkspares.co.uk





Mk2 GOLF CHAMPIONSHIP

The Touch of Mojo Mk2 Golf GTI Championship hit Cadwell Park on the 11 and 12 May for rounds three and four of the series, and what a weekend it was!

Jamie Martin recorded an impressive double-victory by winning both races. But he didn't have it easy and with changing conditions, spectators witnessed another close battle at the front of the field. If you like your racing close, competitive and downright exciting, you can't go too far wrong with the Mk2 Golf GTI Championship. After all, who doesn't want to see a bunch

of Mk2s doing battle on track?

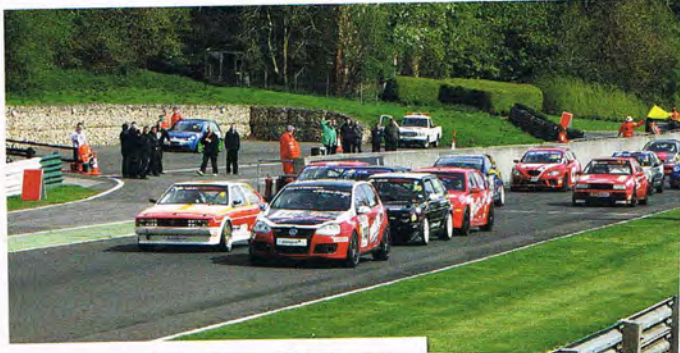
The rest of the season is listed below, and you can catch highlights of each round on Motors TV too. Check out www.golfgtiring.com for more information.

Rounds 5 and 6 – 15/16 June – Snetterton 300

Rounds 7 and 8 – 13/14 July – Spa

Rounds 9 and 10 – 24/25 August – Brands Hatch GP

Round 11 and 12 – 26/27 October – Snetterton 300



SUPERPRO VAG TROPHY

It wasn't just Mk2s tearing up Cadwell Park on the 11 and 12 May recently; the SuperPro VAG Trophy also held two rounds of its series there. And like the Mk2s, the SuperPro VAG Trophy also saw one driver take first place in both rounds – Josh Caygill in his Mk5 GTI. The Mk5 driver headed home Dave Carvell, who finished second on both occasions in his VW Scirocco. For James Dowding it was a double-double victory, as he took the spoils in both Class A and the Golf Mk4 TDI/GTI Challenge in each round.

He also recorded the best ever result for a car running in this increasingly popular single-make series that runs within the SuperPro VAG Trophy, by finishing an impressive fourth overall in the first of the two races. The SuperPro VAG Trophy is open to all VAG metal pre-2006, and with the regulations keeping the cars as closely matched as possible, it always provides awesome racing. Go to www.golfgtiring.com for more information and if you've got Motors TV make sure you

catch the highlights when they're on. Below is a list of the rest of the rounds this season and for more information check out www.vagtrophyracing.co.uk for more.

Rounds 5 and 6 – 15/16 June – Snetterton 300

Rounds 7 and 8 – 13/14 July – Spa

Rounds 9 and 10 – 24/25 August – Brands Hatch GP

Round 11 and 12 – 26/27 October – Snetterton 300



FORMULA VEE

VW Heritage is pleased to announce that it will be supporting Formula Vee in 2013. The Formula Vee series has been running for an incredible 45 years now and drivers compete in a 14 race championship, made up of seven weekends of double headers organised by the 750 Motor Club, as well as occasional events hosted by other clubs too. The cars run highly tuned air-cooled 1300cc engines which put out nearly 100bhp and can average 95mph when racing. The engines are built on to various specialist chassis but use the beam axle at the front and swing axle suspension and Type 1 gearbox of early air-cooled cars. In fact, the Vee series is the biggest single-seater race championship in the UK. Fancy checking it out? Then log on to www.veecentre.com



OFF AND RUNNING

After the season opener at Oulton Park was snowed off, contributor Cowland was desperate to get out in the Mk2 and get back into the thick of it...

A mad diary over the winter had meant no testing or track days, so I had no idea how the new control Dunlop tyres would be. The advantage of being on my home track was a help, as was leaving all of my suspension settings where they were last year. Mind you, I rarely change them anyway! As well as the hard-fought Mk2 GTI Championship, I've also entered the brilliant SuperPro VAG Trophy this year, which is an eclectic melting pot of all sorts of weird and wonderful VW group rides. Everything from R32-engined Mk2s, through to Jason Plato's old SEAT Toledo are in there, with a separate group for Mk2s neatly incorporated within. It was a blast, as usual. I even managed to pick up a third in class in the SuperPros... so a great way to kick things off! More race news soon! Check out www.golfgti-racing.co.uk or www.vagtrophyracing.co.uk

APR VW CUP

The AWM Motorsport/Warranty Direct team enjoyed a brilliant day in the sunshine at Rockingham back in early May for rounds three and four of the APR Volkswagen Racing Cup. Aaron Mason and his Scirocco won the first round and his team-mate Joe Fulbrook took the honours in the second at the wheel of his newly built Golf GTI. It was a milestone day for Fulbrook in more ways than one: it was the first time the former champion had raced anything other than the Bora in which he debuted in the championship in 2005. His win was a record-equalling career 14th and it was his first at Rockingham. The VW Cup is without doubt the premier class of home-grown VAG racing attracting drivers from the motorsport ranks thanks to competitive racing and closely matched cars from across the VW range, from TDI-powered Caddys to Corrados to the latest Scirocco R, and everything in between too. And like the other two VAG-based series on this page, the APR Volkswagen Racing Cup is broadcast on Motors TV. But what's better than seeing it on TV is getting up close to the action yourself at one of the remaining rounds this year. Log on to www.vw-cup.co.uk for more details.

Rounds 7/8 – 16 June – Snetterton 300
Rounds 9/10 – 13 Jul – Spa-Francorchamps
Rounds 11/12 – 11 Aug – Brands Hatch GP
Rounds 13/14 – 06 Oct – Donington Park GP



BTCC

You might have noticed in our exclusive interview with the man himself on page 26 of this issue that we reckoned Tom Onslow-Cole stood a good chance of being competitive in the PPCGB.com/Kraftwerk Racing Passat CC this year in BTCC. Well, as anybody who tuned in to the round at Thruxton at the beginning of May will already know, he certainly was, with third, second and fourth place finishes over the three races! Not too bad for a car that is still very much at the early stages of development! The AmDTuning.com team also endured its most trying weekend of the season to date. James Kaye headed into the weekend having taken a win in his class at both Brands Hatch and Donington Park, with the team aiming to add to that tally at a circuit where his turbo-powered Golf had always run well in the past. James was able to qualify third in class for the opening race, with the Golf lining up 23rd on the grid for the opening race. James battled his way to the front of the S2000 field only to be forced into retirement moments after securing the lead when a CV joint broke. A puncture put paid to James' efforts in race two but in race three he took 19th place, which was third in class. Keep an eye on www.btcc.net for all the latest on the championship and of course, you can watch the races live on ITV4.

Round 4 – 8/9 June – Oulton Park
Round 5 – 22/23 June – Croft
Round 6 – 3/4 August – Snetterton
Round 7 – 24/25 August – Knockhill
Round 8 – 14/15 September – Rockingham
Round 9 – 28/29 September – Silverstone
Round 10 – 12/13 October – Brands Hatch Grand Prix

