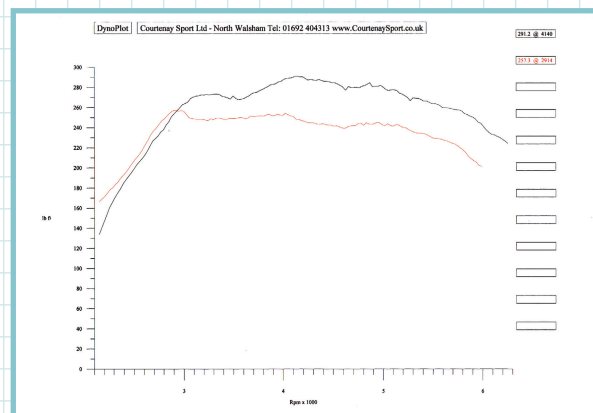
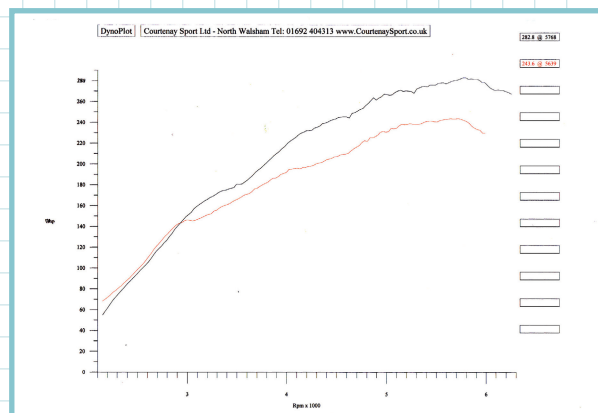


VXR was already developing figures above Vauxhall's claimed stats, but after the Stage Two conversion power (near right) is up to 282.8bhp and torque (far right) is a mammoth 291.2lb ft. Both curves are smoother than standard, too



now has a bark to match its bite, with a meaty, sporting tone that's serious, without being anti-social.

On paper, Courtenay's impressive Stage Two upgrade raises the Astra VXR's power to weight ratio from 170bhp-per-tonne to 203bhp, enough to eclipse the benchmark Subaru Impreza STi (188bhp-per-tonne) and give a standard Evo VIII a run for its money (199bhp-per-ton).

It even beats the benchmarks at the bank, with a new Astra VXR weighing in at £19,155, while Courtenay's Stage Two package costs £1460 fitted including VAT and rolling road testing. Any way you look at it, it's cracking value that'll enable Griffin fans to tweak the tail of most road opposition this side of a Caterham or the like.

Or if you fancy even more from your VXR, this package pushes the limits of

the stock intercooler, hence why a larger alloy unit is incorporated for Courtenay's Stage Three conversion, which ups the Astra's ante to a simply staggering 295bhp. Looks like there's plenty of affordable tuning potential left in the latest Vauxhall hot hatch then...

THANKS TO AND CONTACT:

All at Courtenay Sport Ltd +44 (0) 1692 404313, www.courtenaysport.co.uk



Courtenay's Stage Two kit is excellent and gives the already-rapid VXR enough oomph to frighten Subarus and Mitsu Evos