

Review - HSV's ClubSport R8 Enhanced

Written by Dave Conole

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A certain car magazine recently bemoaned that drivers will miss out in coming years, with the change to more technological features in our chosen chariots. Ripping up a handbrake lever to drop a skid on the tarmac or dirt, for example, or fiddling around with cassettes whilst hanging onto the steering wheel with one hand and a ciggie perched between the lips. But there's more that we'll miss out on. I'll explain later as I look at the last of a breed: Holden Special Vehicle's ClubSport R8 Enhanced.

The Driven Heart

Recipe: take six litres of already grunty alloy block Chevrolet V8, massage and prod until it becomes 6.2, add a freer flowing exhaust and add the ingredients R8. Then massage even more, find a few extra ponies and torques then screw them up to a smooth shifting six speed manual, big 20 inch diameter black coated alloys, black highlights and that awesome bi-modal exhaust. That is what you'll get when 340 killer Watts and 570 metres of Mr Newton's torques appear after HSV waves their magic wand over the marvel that is a freebreathing V8 engine and uprated wheels; it adds the Enhanced part to the standard R8.

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