

Nº1
VW MAG

THE WORLD'S BEST SELLING VW TUNING MAGAZINE

Performance VW



HPA FTX500 Mk4 R32

All-wheel drive and 500bhp make this turbo-charged Mk4 a genuine hyper hatchback!



DOUBLE DROP!

Custom right-hand-drive 2.5-litre American MK3 Cabby boasts Zender, Abt, Bonrath and Pzwo's finest add-ons, plus much, much more!



BAGGED CORRADO
G60-powered coupe gets all the right bits...



MK2 GOLF 16V G60
Period-perfect Mk2 throwback with holy grail motor



KELSEYmedia

9 771364 250608

NOVEMBER 2024

£5.75



YOU WANT IT WE HAVE IT



R YOU READY ?

STAGE 3 TURBO KIT **NOW AVAILABLE**
UP TO **543 HP & 435 FT-LBS**

POWERMAX
GT2563S



SOFTWARE



INTAKES



SUSPENSION



BRAKES



THROTTLE BOOSTER



CHARGE PIPES



IGNITION



SHORT THROW SHIFTER



INTERCOOLERS



WHEELS



WHEEL SPACERS



ULTRALINK & MORE!

Our goal is to engineer the highest quality tuning solutions and provide enthusiasts the ultimate in customer support. Ask our experts how you can get Powered by APR™ today.

goapr.com



VOLKSWAGEN / AUDI / PORSCHE / SEAT / SKODA



Performance VW

PerformanceVWMagazine

@pww_mag

pww_mag



COVER IMAGE: Zach Robert

ISSUE: November 2024



EDITOR
Elliott Roberts
elliott.roberts@kelsey.co.uk



HEAD OF PERFORMANCE ADVERTISING
Sarah 'Churchy' Halls
sarah@talk-media.uk

BADLY DUBBED

You may have heard rumours circulating, but I can now confirm that, having published Performance VW since 2017, Kelsey Media has agreed the sale of the title to magazine contributor, Jamie Orr and myself to carry the torch forwards as it consolidates its print motoring portfolio and invests in its live events and digital platforms. Therefore, this will be the final issue published by Kelsey and we take over the reins from the December issue. Exciting times...

In terms of changes going forwards, I'll go into that more next month, but all I will say for now is you can still expect the same great content but just more of it, plus we'll look to make the magazine more accessible to you the reader and offer our loyal advertisers a more tailored print/digital package.

As for this issue, it's business as usual with Rob Russo's stunning 2.5-litre Mk3 Cabrio (p8) kicking things off in style. Rob was so keen to highlight how you too can build something similar to his car that he was insistent on writing his own article, too... so

we let him! Elsewhere inside, Phil Woodward builds arguably the perfect-spec Mk2 in his timeless 210bhp 16v G60 (p26), Richard Harris' debuts his impeccably clean Corrado G60 (p34) and Jesse Brimhall's 500hp HPA-tuned Mk4 R32 (p54) could just be the ultimate daily driver! We've got so much want it hurts...

Meanwhile, Neil Birckett compiles an article celebrating 40 years of the Mk2 Golf (p42) looking at a selection of the best sporting models and we bring you event coverage from Poland's VAG Event (p80), Euro Built in the US (p72) and the UK's Gravity (p62).

I'd like to say a big thank you to the entire Kelsey Media team for everything they've done over the past seven years or so. It's certainly been emotional!

Jamie and I both started reading the magazine from issue one (right), so are excited at being given the chance to future proof a title that many of us would be lost without. If you'd like to help us keep the dream alive then you know what to do. Thank you!

ELLIOTT ROBERTS, EDITOR @ELLIOTTDUKEROBERTS



EDITOR: Elliott Roberts (elliott.roberts@kelsey.co.uk)

ART EDITOR: Lorna Mansford

SUB EDITOR: Tony Taylor

WORDS: Rob Rosso, Alex Grant, Bryan McCarthy, Scott Herdling, Sam Preston, Neil Birckett, Patryk Bielin Bielski

PHOTOS: Jonathan Leung, Zach Robert, Ade Brannan, Jon Feltcher, Joe Dawes, Łukasz Elszkowski, Mariusz Lewandowski

ADVERTISEMENT SALES

Sarah Halls, Head of Performance: 01732 446756

sarah@talk-media.uk

ADVERTISEMENT PRODUCTION

production@talk-media.uk

MANAGEMENT

Managing Director: Phil Weeden

Publisher: Gareth Beesley

Subscription Marketing Director: Kevin McCormick

Retail Director: Steve Brown

Fulfillment Manager: Andy Cotton

Events manager: Kat Chappell

Print Production Manager: Georgina Harris

Print Production Controller: Kelly Orriss, Hayley Brown

Subscription Marketing Manager: Dave Sage

SUBSCRIPTIONS

13 issues of Performance VW are published per annum

UK annual subscription price: £74.75

Europe annual subscription price: £88

USA annual subscription price: £88

Rest of World annual subscription price: £95

UK subscription & back issue orderline: 01959 543 747

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

For customer service support, please visit:

<https://help.kelsey.co.uk>

CUSTOMER SERVICE & SUBSCRIPTION ADDRESS:

Performance VW Customer Service Team,

Kelsey Publishing Ltd, The Granary,

Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL

Find current subscription offers on our website:

shop.kelsey.co.uk/pww

Buy back issues at shop.kelsey.co.uk/pwwback

ALREADY A SUBSCRIBER?

Manage your subscription at shop.kelsey.co.uk/site/loginForm

DISTRIBUTION

Seymour Distribution Limited

2 East Poultry Avenue

London

EC1A 9PT

Tel. 020 7429 4000

www.seymour.co.uk

CLASSIFIEDS

Tel: 0906 802 0279

(premium rate line, operated by Talk Media Sales on behalf of

Kelsey Publishing Ltd. Calls cost 65p per minute from a BT

landline; other networks and mobiles may vary. Lines open

Monday-Friday, 10am-4pm)

Email address: cars@kelseyclassifieds.co.uk

For all transport titles, you can also view and upload ads via

www.motorfreeads.co.uk

Kelsey Classifieds,

Kelsey Media, The Granary, Downs Court,

Yalding Hill, Yalding, Maidstone, Kent. ME18 6AL

CONTACT US

EDITORIAL: pww.ed@kelsey.co.uk

Kelsey Media 2024 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

Kelsey Media: www.kelsey.co.uk

Kelsey Publishing Ltd, The Granary, Downs Court,

Yalding Hill, Yalding, Kent, ME18 6AL

ISSN: 1364-2502



Part of the
Fast Car Entertainment
Family: www.fastcar.co.uk

**NEXT ISSUE
ON SALE:
8th NOV '24**

 PerformanceVWMagazine
 @pww_mag
 pww_mag



SUBSCRIBE & SAVE!

Subscribe to Performance VW Magazine for great savings! Turn to p88 (for UK/ROW), alternatively head online at shop.kelsey.co.uk/pww or call 01959 543747



CAN'T FIND THE MAG?

(UK) Use our store finder seymour.co.uk/storefinder
 (USA & ROW) SUBS HOTLINE +44 (0)1959 543 747

LIMITED BUSINESS

It's 20 years on since the first Golf Mk2 was launched in 1985, and it's still going strong. The Mk2 is a classic that has stood the test of time, and it's still one of the most popular cars in the world. It's a car that has been loved for its reliability, performance, and versatility. It's a car that has become a part of our lives, and it's one that we can't live without.

26

NAUGHTY FORTY

Of all the eight generations of Golf, none is particularly closely tied with the Mk2. It's a car that has become a part of our lives, and it's one that we can't live without.

REGULARS

- 021 NEWS
- 071 BACK SECTION
- 078 BACK ISSUES
- 086 REWIND
- 088 SUBS
- 090 EVENTS
- 092 SPECIALIST
- 096 CLASSIFIEDS
- 095 NEXT MONTH

GARAGE BANGER

W

34

MERRIEST GO-ROUND

T



08

FEATURES

008 THE SURF CURSE

Rob Russo was so adamant that you too could build a car to a similar caliber as his Mk3 Cabby that he wanted to write this article himself to highlight exactly how. It didn't feel like he would have taken no for an answer either!

026 LIMITED BUSINESS

Almost 30 years after our first issue and the perfect Mk2 Golf spec is as up for discussion as ever – but Phil Woodward's flawless OEM plus 16V G60 certainly ticks all the right boxes.

042 NAUGHTY FORTY

Of all the eight generations of Golf, one in particular stands out with the Mk2 now considered a true modern classic and the GTI 16v especially sought after for its exciting performance and everyday practicality. Neil Birkitt recounts the chronology of this classic hot hatch.

034 GARAGE BANGERS

Many of history's greatest design feats were crafted by men in their sheds, and Richard Harris' impeccably clean G60 Corrado is no exception to this rule...

054 THE MERRIEST GO-ROUND

When your 82-year old father still dailies a 500+hp bright orange Audi TT it's almost a given you need to drive something equally special. Jesse Brimhall's HPA-fettled Mk4 R32 is certainly that...

SHOWS

062 DEFYING GRAVITY

Branded as the UK's largest modified car show, we just couldn't wait to check out Gravity 2024 - held for the second year at Birmingham's NEC, especially as we'd be taking up pitch there for the first time with a PVW display!

072 RAIN DANCE

Despite the forecast, the loyal attendees still turned up in force to support the Eurobuilt event.

080 THE CHOSEN ONES

When Wolfsburg launched its VAG Event the invite-only selection for show cars was new and controversial. Patryk Bieliński explains what changed for 2024!



42



62



54



80

LOOKS SEXY EVERYWHERE.

INTRODUCING THE
LSE Cast MonoBlock



Don't buy much, but make sure that what you do buy is good.

The holy grail of fashion is an outfit that's fit for any occasion. We may not be Christian Dior, but we do know a thing or two about wheels. The new LSE delivers a unique y-spoke design made to look good no matter the vehicle. Available in 19 and 20-inch diameters with euro-specific fitments.

For more fashion tips, visit [Rotiform.com](https://www.rotiform.com)



rotiform.



Now, I'm always up for a new-to-me Mk3, often moving them along like a hermit crab searching for the right shell. To this date I've owned 20 vehicles, 11 of them being a Mk3, so I've always retained a certain amount of familiarity and comfort in this chassis as they're easy to work on, and at one point, were very cheap and plentiful to obtain. After wrecking my last Jetta doing e-brake drifts in the snow, I soon took to the Hartford County Craigslist page to source a new ride and ended up coming across a 1995 Aqua Blue Cabrio. I met up with the owner a couple towns away at his storage unit. He opened the garage and it was just this Cabrio sitting inside, nothing else. I bought it on the spot for \$880 bucks; it was a decent example of an all original, unmolested Mk3. Despite it being the middle of winter I was still itching to modify this thing, so naturally I had to do what any young, dumb kid would do and

lowered it as cheaply as possible. I continued on through winter, bombing this thing around for daily use on a used set of bottomed out and seized coilovers, rolling on 14" E30 bottle caps with studded snow tyres. Spring time rolled around (March 2013) and I made the [later regretful] decision to rattle can the car in Krylon Flat Teal in anticipation that I was going to drive the car a total of 2600 miles or so to Southern Wrothersee in Georgia. The Cabby's passenger rear quarter panel had a bunch of tiny dents, as if a road raging buffoon had chucked a handful of pocket change at it. Trying to correct this was my first attempt at body work, mixing filler, perfecting its finish. After some trial and error, it was now flat, with a coat of matte pastel-ish teal. Looking back at it now, I give it a 5/10. Anyway, after all that work, with just two days prior to heading off to SOWO the car wouldn't start! It turned out to be a faulty ECU relay, but I had to leave the car at home and go in a friend's instead. I ended up

driving it around in this teal phase for another year until the next show season. One of the earlier shows of the 2014 show season was Staggered, which I helped organise. I soon came to realise that being a judge for one of the largest flocks of New England's finest cars, while having a spray painted sub \$1000 beater, was a contradicting element. I decided that I was going to give it my all to make efforts to change that so I started scouring the Internet for rare parts to specifically make this car better than I ever thought it could be. I started to prep for the "proper" respray, taking sandpaper to the Krylon Teal because I was advised by Lee Welk, that all of this spray paint had to be removed in preparation for PPG paint to properly adhere to. Unfortunately despite being a rattle can job before, I'd still given this a very thorough respray by removing all rubber trim, doing the door jambs, etc. so the gruelling punishment of having to sand it all off was a lesson well learned.



THE SURF CURSE

Rob Russo was so adamant that you too could build a car to a similar caliber as his that he wanted to write this article himself to highlight exactly how. It didn't feel like he would have taken no for an answer either!

Words: Rob Russo Photos: Zach Robert

When it came to the bodywork and paint lessons, Lee was my sensei and I was his grasshopper. He taught me so much over the next two months while we straightened panels with a stud welder, laid filler, primer, paint, clear coat and the grand finale of a wet sand and polish. Two months later the Cabrio is back together, now sporting my chosen colour which had only been offered on '95 Golf Sports and that was Bright Surf Green Metallic (LG7N). At this phase, I was running texture-top Euro bumpers, Euro trunk, a Rieger front splitter and it was rolling on 16" Artec Stahl S2s. Since then, absolutely everything except the color choice has changed!

After I debuted at the Fieldwerks show, I drove down for the annual migration to H2Oi to cruise up and down the strip in near monsoon conditions. The last day of the trip I visited the show, but parked in general admission. I was walking through the show and started to feel that although my car just had a makeover, it

was still incomplete. At that stage I had skipped what I now feel is an important part of the car - the engine bay. Still covered in its OEM Aqua Blau paint and paired with an untouched 2.0L ABA engine figure, "Hey, it only took us two months to get this car to where it is now, lets bang out this engine bay over the winter!" How hard could it be?

I then found workshop space just across the state lines and proceeded to buy a 3.5 Cabrio RHD conversion clip from Orchid Euro, because why not? I figured let's add to the challenge while I'm at it and learn something new. I spent countless nights there stripping the engine bay to bare metal. I found myself buried in the 'Shaved Bay' Mk3 forums on VWvortex. The late Alexis's "Blue" build thread was by far the most helpful, although I never got to meet him in person (He was a great dude - Ed), his car is very well known to me. Throughout my entire shaved bay processes, I would refer back to his thread. I took on learning how to form, fabricate and

weld metal to fill gaps, remove seam sealer and expose, extend, and blend the natural body lines to make it look like VW intended it this way. Some key notes regarding my bay are that I shaved the fuel line entry on the left frame rail, the fuel lines are now hidden within through the hollow rail and exit where the wiring runs up the front crossmember.

Now, Despite being a Master electrician by trade, I still felt it was best to leave the automotive wiring in the hands of Matt Morrison, the mastermind at Eurokraft. The main loom enters the fender-well right by the fusebox, it is suspended on the upper frame rail under the fender with wire managing magnets and drops down to the front crossmember with the fuel line like I previously mentioned. I also decided I wanted to remove as much as possible from the bay, so I deleted the heater box and AC, since this was going to be a "fair weather" driven vehicle, I didn't need any of those fancy commodities. Additionally, I figured



there was only one more thing that would really clear up the bay, a brake booster delete, so I decided to weld the firewall shut after figuring out how to make it happen.

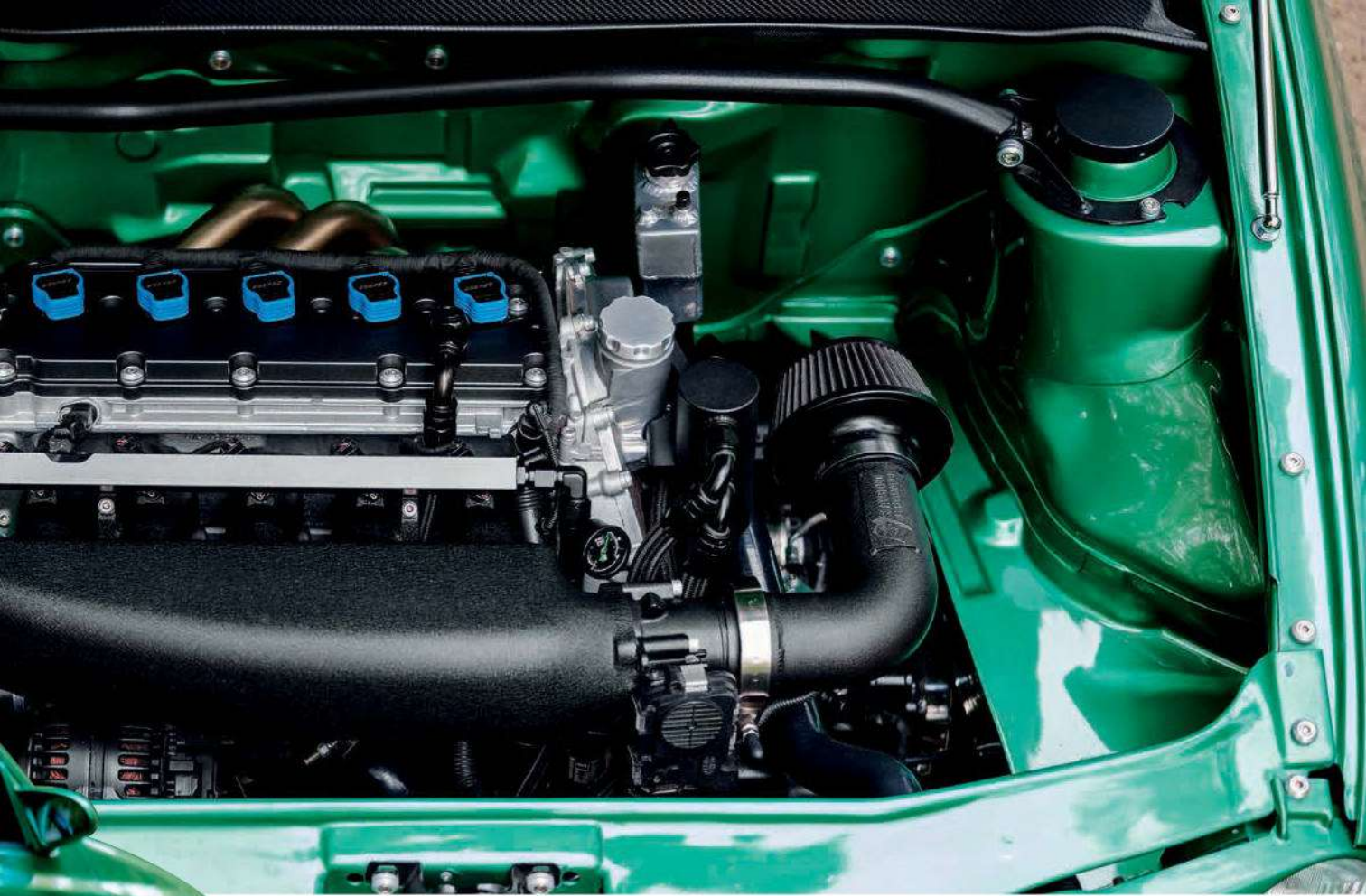
I am now running manual brakes by using a Tilton overhung pedal assembly with three individual master cylinders for the clutch, front and rear brakes and a remote, triple reservoir hiding behind the dash. With very limited knowledge on braking needs, I felt like I was at least on the right path to an aesthetically pleasing looking engine bay. At this rate, the only thing visible that protrudes from the walls of my engine bay is the steering shaft. To finalise the brake build, I just recently sourced and installed Porsche 996 rear brakes to replace the front R32 calipers I had fit prior. We're getting a bit ahead of ourselves though.

Back to the history a bit more... I had already been in the shop since March 2015, the car's entire front end is stripped to nearly bare metal and was planning to swap the ABA engine to an AHU TDI. I had found a complete, "lower" mileage TDI at the local junkyard. With the engine on hold, the dismantling of the RHD clip was easy to complete, all parts were organised and labeled in clear bins, I was now ready to pull the swap from the donor car at the yard. I went to the yard with a trunk full of tools. Go to the spot where the TDI was parked and it was gone. Apparently the 'new kid' had crushed it yesterday!

I continued the search for another AHU which I eventually found locally, with unknown mileage and unknown running condition.. I took it to the shop and started dismantling it. Being a tradesman, I am very detailed with project

organisation so every nut and bolt that I removed was put into labeled plastic trays. It's now August of 2016, I get a text saying "don't go to the shop". The following day I go to assess what was up, unlock my bay door and walk into what looks like a tornado hit. To my surprise, the shop had been subject to a police raid.

I boxed up my things the next day, moved out, and was forced to put my car in a storage unit for an undefined amount of time. The car was in a storage unit jail for about 8 months before I was fortunate enough to be granted with shop space in early 2017 from Michael Lynch and some of my favourite guys at Skeezy Labs. This is the shop where I spent most of my time sitting in the engine bay, on a Bondo dust covered computer chair, doing my absolute best perfecting every final step of the shaved



“I took on learning how to fabricate, weld metal to fill gaps, remove seam sealer and expose, extend, and blend the natural body lines”



bay. The guys kept telling me how it was ready for paint, but I just kept saying “almost”. The next person in this story deserves the largest shout out because not only did she put up with me while building this car but she kept me sane, too. This car (and hers) are the reason that me and my now wife, Julia, got together. This dumb car gave me the courage to go up and talk to her at a local show because she rolled up in her very own, green, Mk3.5 Cabrio. After meeting her and chatting briefly about green drop-tops that day in 2015, we started dating shortly after and then got married in the fall of 2022. It’s wild, the level of impact these cars can have on our lives.

One of the final steps this car had at Skeezy Labs was teaching Julia how to weld in the axle frame notch. Shortly after that task, Julia and





“I bombed around through winter on a used set of seized coilovers, rolling on E30 bottle caps with studded snow tyres”



I purchased a home together in October 2017 and the Cabrio had relocated to its next home, in the detached double bay garage. The Cabrio saw far less of me because the house needed me more, so it sat until March of 2018 when I decided I was going to build a wooden rotisserie to roll the bare shell on it's side so that I could restore the underside. The car spent five months on the rotisserie while I worked away at the belly, stripping it down, repairing and repainting it. I began to obtain some important parts of detail for the next steps, two sets of NOS, damaged, Hella Green tail lights, buying out the remaining stock of OEM black "Morse Code Lazer" seat fabric, that only came equipped on European base model MK3 seats, and my BBS Michael Schumacher Edition steering wheel. Coincidentally enough, Lee, who had painted the Cabrio, now has a professional career in automotive upholstery at E3 Custom in Florida. After obtaining the NOS print, and NOS VW black cloth, I stripped the covers off my Euro



16v Mk3 Recaros, headrests and rear seats. I boxed them up and shipped them to him to work his magic.

With my car being RHD I chose to search for JDM specific parts including; the rear boot plinth, rear plate bracket, Yanasee RHD radio relocation trim for the front console along with side quarter panel mouldings with custom grafted badge pocket from the textured euro models. This is where I introduced AG Designs, who custom CNC cut "Cabriolet" into the side moulding badges in Japanese.

While all this was being done my brain steered directions on my engine choice. Despite now having a fully assembled TDI ready to be installed, I had been daily driving a Mk5 Jetta Sport wagon and fell in love with that five-cylinder, 2.5 litre engine. It's now 2017 and I decided to part out the built TDI, and obtained a running donor car - a 2005 Jetta with the desired engine. I got it for 800 bucks, pulled the harness and engine in the dead of winter in my driveway, parted out the remaining bits of

the donor car and got my money back. Returns from the TDI were used to update and upgrade the 5 cylinder.

August of 2019 I was mocking up the air ride install. Since I removed heat and AC I had plenty of unused space under the dash, so this is where I hid the five-gallon tank, compressor and management. Why? Well, have you ever seen the trunk of a Cabriolet? There is zero space back there.

After the main paint prep was done I arranged with my buddy Josh Smith (Schmitt), who has his own paint booth in a small barn in the middle of nowhere Massachusetts, to book the car in. I was always infatuated by those Mk3 builders that had fab'd in Audi B5 A6 door handles, the styling and curvature to them was the last and final body modification that I desired. I went to the junkyard with an angle grinder, cut a pair of handles off an A6 Wagon and started mocking it up on a spare set of doors. With the doors being bare I configured and built the new door handle linkage, one

of the most time sucking tasks I have been tested with throughout this build with hours and hours of trial and error. Once I got the linkage figured out I passed the doors and handle sections to Brian Hall, a local Auto Body repair Professional, he had the free time so I let him handle.....the handles. I received the doors back in a factory quality metal finish and it was finally time to get the rolling shell, and every single part to Schmitt's shop so he can give my work a final once over, with high build primer, LG7N base coat and 2k clear. While the car was at Schmitt's during Covid, I was prepping the 07K engine for paint, replacing all accessories and hardware with Zealous MFG's and prepping it to be engine bay ready. I refreshed the previously obtained TDI's O2A transmission with a Southbend Stage 2 clutch, flywheel, and modified the bellhousing a bit to clear the 07K's lower timing chain cover. Suspending it all on the 07K engine mount kit from Fables Manufacturing. Scouring Facebook, setting alerts on ebay



and following “rare parts for sale” pages on Instagram has won me the privilege to pay first for some of the hardest parts to find for the Mk3 Cabrio. Some of the favorite acquisitions are the Cabrio P'zwo mirrors, Bonrath Speedwing, FIFT Green Markers, Carello Dual round headlights, a Zender kit paired with ABT side skirts and my recent win which is this Set of 17" HRE 547's, originally with Porsche 911 fitment that I resized to fit my little green basket.

One part that seems to go under the radar unless you are filled with useless Mk3 information is the front bumper. This hunk of plastic has undergone surgery unlike no other. It is a Highline GTI bumper, with a rear to match that I had brought to the US from Poland. I then commissioned Mr Joe Booth at Perfectionist Plastic to graft in a pair of Kamei lower ducts and shave the recessed Euro-plate section. Cutting up and modifying rare parts is clearly

cringe worthy content for some Mk3 purist but something I'm okay with. I also cut up and dissected a pair of NOS Hella green tail lights to create my set of G/R/R Hella tails. Additionally, I sectioned an inch out of both ends of my Bonrath speedwing to avoid collision with my Spoonfed Carbon fibre rain tray.

By this stage the car was ready to be picked up from its fresh coat of paint. I ring Shabby and we take his truck and trailer to Smittys to pick it up. With all the shiny, freshly painted, bright green parts laid out on my pool table and a blank canvas of a shell sitting in the driveway, I had never been more motivated than now to put this car together.

I started with the refreshed front K Frame, shaved and mirror polished manual steering rack, knuckle and boot. I then installed all the door jamb rubbers and then the door handles and next the windows. It was at this point I

realised I messed up. After spending hours and hours of trial and error making these new door handles function with the linkage, I now had found out that I never fitted the window and regulator track in to ensure a functioning fit. I now had to re-configure my entire linkage assembly again, except this time with fresh paint as an obstacle.

Removing and installing, removing and installing on repeat, until I had a functioning door handle and latch pair, I then had to mirror the working parts again for the other door.

As I aired the car out on the Blitz for the first time the wheels fit phenomenally well and the next task was to get the lump in the engine bay. I did so with great care as the 07K block and transmission sit about .5" from the frame rail on either side. It's now July as I attempt to fit the exhaust manifold, unsure of its ability to be compatible with the Mk3 chassis, coming from





a Mk5 originally. To my despair, it doesn't fit. I have to weigh my options. Either buy all the tools and material, learn how to weld an entire custom manifold from scratch or find someone else that can do it with ease and quickness. I chose the latter. I had already followed Staygold Performance on Instagram so I spoke with the owner Alex and we locked in a plan to get a one-off, custom exhaust header and full system built and installed on the Cabrio.

On the day we needed to deliver the car to Staygold the weather was appalling and we arrived with the floors cupping pools of water from the storm. I think at this point you're catching on to the streak of luck my car and I share. It's now Mid-September 2022, the car is back from Staygold, and their work looks phenomenal. The car just needs minor wiring before its first startup.



DUB DETAILS

[@bah_bo]

ENGINE: 2.5-litre 07k naturally-aspirated five-cylinder from Mk5 Jetta with IE intake plenum and valve cover, APR blue ignition coils, Staygold Performance exhaust manifold, system and intake tubing, ASI catch can, FM 07K mount kit, Diesel Geek 02j cable linkage, TDI 02a gearbox, South Bend Stage 2 clutch. Fully shaved bay, smoothed firewall (no brake booster, AC/heat lines), custom hidden wiring harness by Eurokraft, Zealous MFG hardware. Shaved parts include polished manual steering rack, fender tops, frame rail hole for fuel line relocation, firewall. Frame notch, Bonrath strut caps hood struts

CHASSIS: Full right-hand drive conversion clip fitted. Polished 8x17" HRE 457 split-rims with AG Designs HRE centre caps with 195/40 ZR17 Yokohama tyres, KW V2 coilovers, Mk2 rear beam, Wiechers rear anti-roll bar, Wiechers 16v front strut brace, 28mm front anti-roll bar. Porsche 996 calipers (front), Mk4 Golf calipers (rear), Unix ball joint extenders and tie rod flip kit

EXTERIOR: Painted LG7N Bright Surf Green Metallic, Golf Highline bumpers with shaved plate recess, Kamei bumper ducts grafted into place, Zender front and (shaved) rear splitter, ABT side skirts modded for Cabrio, Carrello dual round headlights, ProjektZWO mirrors, shaved hood nozzles, Bonrath Speedwing wiper, Hella Comet fender indicators, custom smooth rear mouldings with recessed badge, AG Designs "Convertible" Japanese moulding badges, Audi B5 door handles, ABT dual exhaust tips, custom green/red/red tails made with NOS Hella green lights, Spoonfed carbon fibre rain tray cover, OEM tinted green glass, OEM JDM plate holder, OEM JDM trunk plinth, Bonrath RHD single wiper conversion, OEM late model Chinese Mk2 dealer badge fitted to front grille

INTERIOR: RHD dimple dash conversion, Yanasee RHD radio console relocation trim, MKM centre hump stress bar, OEM radio delete panel, Mk3 Recaros retrimmed, OEM morse code Laser pattern fabric with OEM black fabric, BBS Michael Schumacher edition steering wheel, OEM retractable wind screen, Tilton 600 series pedal assembly, Tilton remote reservoir hidden under the dash, rear brake bias under the rear seat, Dimple Door panels, AG Designs door pins, brushed 3.5 door pulls, Zender pedal set and shift knob

SHOUT: dubReich, Julia Barnett, my entire family, Lee Welk, Staygold Performance, Eurokraft, AG Designs, Brian Hall, Davinchiworx, Perfectionist Plastics, Josh Smith, Zach Roberts, Kevin Miller, BooBuilt, Michael Lynch, Bear, Joel Perrier, Josh Shabarekh, Josh Martinez, Bobby Gegetska, Zach Tallis





I finalise some engine grounding, mount the Mk5 pedal and dump some gallons of 93 in it. I turn the key one click, the dash lights up, fuel gauge rises, I turn it one more click and I hear a starter crank, the engine turns and a light click. No start. I check the fuel pressure gauge on the engine, all good, I go back to try again, the starter cranks again, engines rotating, I hear a backfire then a thud. The whole car shakes while the engine goes to a dead stop. Great! Upon inspection, I attempted to spin the crank by hand, it's rock solid, eventually discovering the engine had dropped a valve on cylinder four. Completely speechless, with a dead engine I had to weigh up my options, tear this apart, get a new head and rebuild it all, or get a junkyard engine. My patience was low and time is of the essence. I just wanted to drive this thing - junkyard engine it was. Following the dead engine I found a replacement engine two days later, a 90k mile 07K on a pallet in some guys garage. I stripped it to a tall block, refreshed it like the last one and swapped

every nut and bolt over from the dead engine. The new engine was done, and back in the engine bay. I trickle charged the battery overnight and had the pleasure of hearing it start up for the first time in seven years. The first maiden voyage for this car was to the season opener show at Thompson Speedway. With a drive filled with rolling hills of pavement, we were intimidated by the lack of confidence in the car's braking capabilities. Julia and I hopped off the highway two exits early to avoid the steep hills, and we eventually found our way to New England Dustoff. Thankfully, we made it to the show and back home effortlessly and since this day I have driven the car almost 8,000 miles. It has never failed me and is an absolute blast to drive. I have since removed the air ride because I was unhappy with the final feel on the road with bags. Swapping them with KW Variant 2 coilovers, I also added a Weichers rear beam and front strut bars accompanied by an upgraded 28mm front sway bar and Midnight

Motorworks interior bar. I am forever on a mission to improve this car as time goes on - with every intention to continue tweaking it, changing the wheels around, and creating more little one-off details that I have stirring up in my brain. I hope that this article can provide motivation to someone, new (or old) to the scene, who has been on the edge of diving into a project of this level, because you can absolutely start it without the knowledge, you just need the patience, willingness to learn, and budgeting ability to help you decide how much effort and energy needed to put forth to attack a car like this. I severely underestimated all of that. Despite this being a 10+ year build, I can assure this car isn't of 'concours' quality. However, it is of quality that I never imagined myself being able to create back when I started playing with these adult sized Lego kits. A friendly reminder to everyone out there to build your cars to the best of your ability, but don't forget to drive them! ■





Braking bad?

There's no cheating physics. You'll never be truly fast until you have the stop to match your go. That's where RacingLine's motorsport-proven braking upgrades come in. From our Stage 1 pads, lines and fluid upgrades, through our popular Stage 2 Evo kit, right up to the ultimate Stage 3 BBK with the option of Carbon Ceramic discs, there really is something for everyone.

So what's stopping you?

www.racingline.com

LOW DOWN LEGENDS





VW GTI MK8
Front Kit #78522
Rear Kit #78664



FLO Arride Billet Tank #15224

Reach new lows with Air Lift Performance Air Suspension and state-of-the-art 3H/3P control systems, now with FLO Airride billet air tanks.

AIR LIFT
PERFORMANCE

Scan the code or go to:
airlift.com/vw-mk8
to build your perfect system.



HP *tuners*

WE MAKE THE TOOLS.
YOU MAKE THE POWER.



With industry leading diagnostics and calibration support, we offer the tools to give you ultimate control. Visit our website to learn more about how HP Tuners can bring out the most in your vehicle.



**LET'S GET
CONNECTED**



www.hptuners.com

#hptuners / @hptuners

INTRODUCING

EUROTRASH APPAREL SWAG

Who doesn't love some quality car scene-themed clothing to remind those normal, non-car-obsessed friends what they're missing out on? Well, if you do, then you need look no further than American firm, Eurotrash Apparel. These are the same people who organise events such as Euro District and Udderly Euro, so they know a thing about the modified car scene and especially what makes a sweet 'Euro'.

You may remember some of the classic T slogans they've produced in the past such as 'You Had Me At 3 Piece', 'Save The Scene' and 'No AC'. Well, we're pleased to announce Eurotrash just released a whole bunch of new gear including Ts, caps, stickers and air fresheners. We particularly like the new 'I Don't Respect All Builds' and 'VR6 The Reihennmotor - Not Dead Yet' T-shirts, plus



Who doesn't love a witty T-shirt to wear at a car show? We'd take the VR6 design, don't know about you?

the BBS-themed air freshener, which features the OG BBS founders on one side and Andy Faulkner's stunning Corrado R32 on the other, but there's a whole load of other cool stuff to peruse through so head to the website below.

The new line of T-shirts starts at \$25, caps are also \$25, stickers are from just \$2 and air fresheners are all \$5. Better still, some of those classic slogan shirts are currently in the

sale, plus, the guys also ship internationally, so there's no longer an excuse for you not to look as good as your ride at the next car show you attend. Do yourself a favour and do a buy today to support these lovely guys and gals.

PRICE: From \$25 (T-shirts)

CONTACT:

eurotrashapparelcompany.com



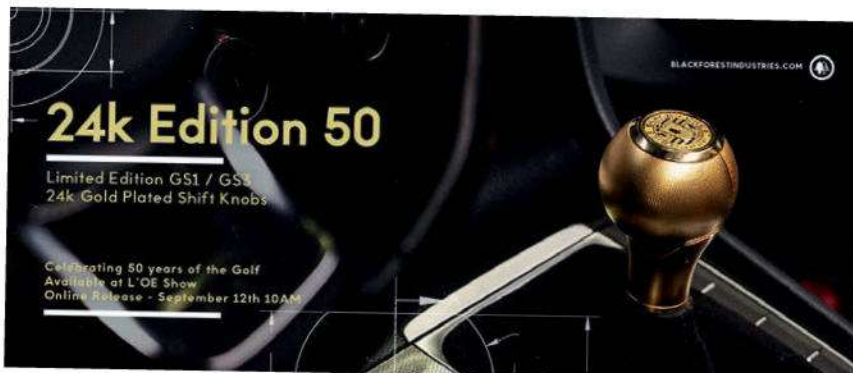
WHAT'S NEW

BFI GOLF PLATED SHIFT KNOBS

Black Forest Industries are excited to celebrate the golden anniversary of the VW Golf with a 24k gold plated version of 3 of its most popular shift knobs. Available for both manual and automatic/DSG applications, these limited run knobs launched at L'oe Show recently and are available for online purchase now! While these aren't solid gold, they are as close as you can get - plating these in 24k gold costs 40x as much as standard anodising! These shift knobs are so unique, that this is the only time we will be offering them so act quick!

PRICE: From \$249.99

CONTACT: blackforestindustries.com



ROTIFORM PHX

What we love about Rotiform is that they produce wheels for all vehicles and all budgets. Whether you're after a one-off multi-piece wheel finished in Candy purple for your show car, or a cast monoblock for your daily, they've got you covered.

This latest PHX wheel is certainly perfect for those in the latter camp. This classic multi-spoke design monoblock looks like it rolled straight off the race track, but with prices starting at around £1350 per set, well, they appeal to pretty much everybody's budget. Available as a 19" and 20" wheel in 5x120 and 5x112 fitment, the PHX comes in a staggered fitment should you so require one and you can choose from a Gloss Silver with Machine Face finish, or a regular Gloss Silver or Matte Black. For a full price list and availability head over to rotiform.com

PRICE: Approx £1350 set

CONTACT: rotiform.com



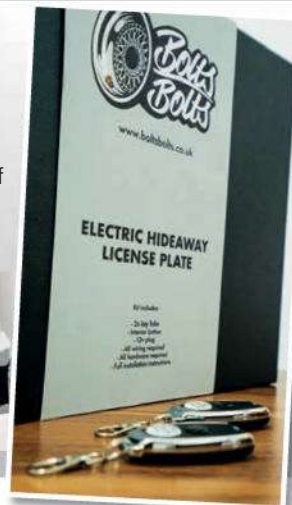
UNIVERSAL 'FLIP PLATE' HOLDERS

This neat bit of kit from Bolts Bolts is an electrical hideaway license plate kit that allows you to remotely hide your number plate at the push of a button. In the UK, you're legally obliged to run both a front and rear number plate, but everybody knows a car looks better without the front plate. This is why so many people choose to remove their plates when they arrive at a show. Well, you no longer need to go to the trouble. Instead, you can simply press a button inside your car (or on one of the two key fobs supplied with the kit) and your plate will flip out and slide back inside your front bumper. Yes, James Bond style! Cheaper, manual operated kits are also available from £65. Obviously, these kits won't fit every vehicle, so do read the application requirements on Bolts Bolts website.

The kits come with everything you need to fit and operate them but as these are universal kits, some minor tweaks may be needed to ensure they work on your particular vehicle. Please remember, these are only for show use and that it's illegal to drive a car on the public road (in the UK) without a number plate. Use promo code PVW10 for 10% off any order.

PRICE: £128.00

CONTACT: boltsbolts.co.uk



Got a product, service or offer you want our readers to know about?
Email: pww.ed@kelsey.co.uk with all the details and we'll make it happen

GDF Mk1 CROSS MEMBER

This tubular cross member from GDF Steelworks replaces the inner front structure of the Mk1 Golf/Jetta/Caddy front panel. It allows for more space within the front panel for a larger intercooler and radiators to be used, while giving more strength for the front engine mount. It also ties in to the front suspension turrets. The kit itself requires professional installation as the tube is supplied over-length and will require trimming to suit your vehicle. The front engine mount will also need to be fabricated to suit. The kit itself includes 45mm seamless tube bent to suit, spreader plates to suit turrets and chassis attachment plates. As this is a large item GDF would prefer collection in person but can arrange delivery at an extra cost.

PRICE: £ 200

CONTACT: gdfsteelworks.co.uk



NEW GERMAN PERFORMANCE BLUE GOLF R BADGES

Blue is better, New German Performance claim and you know what, we think they're right. These genuine 'blue' Mk8 Golf 'R' badges are about as subtle as OEM+ mods come, and that's why we love them. In stock now, search Mk8 Golf R Blue Badge on the website below and get your order in before these run out. Do it...

PRICE: £53.00

CONTACT: store.ngpracing.com



BILSTEIN - SUSPENSION PARTNER AT GERMAN CAR FESTIVAL

We're excited to announce that BILSTEIN UK is the Official Suspension Partner for the German Car Festival held at Goodwood Circuit on October 5th. Be sure to swing by the BILSTEIN booth to meet the team, plus check out all their latest and greatest suspension products. The team will be around all day to answer any suspension queries you may have or offer advice on suitable upgrades for your vehicle.

DATE: October 5th

CONTACT: germancarfestival.co.uk



VOLKSWAGEN ID.4 FIRE & ICE

You can't fail to have read the news recently about VW sales being down and, unless something radical happens in the new couple of years, some serious budget reductions will be needed to keep the company afloat. There are many that feel our beloved VW has kind of lost its way and, in some respects, forgotten the enthusiastic people and the special cars that earned them their great reputation. Well, it sounds like VW is planning to launch a bunch of low volume specials across its ID range to increase the appeal of its EVs and this ID.3 GTX Fire & Ice could be the start. If you don't remember its classic Mk2 Fire & Ice model then you're probably reading the wrong magazine. We wonder what will follow the Fire & Ice ID.3? A ID.4 Rolling Stones or perhaps a ID.Buzz Bon Jovi? Honestly, we wouldn't put anything past Wolfsburg at this particular moment in time.

PRICE: TBC

CONTACT: volkswagen.co.uk



WHAT'S NEW

RAMAIR FILTER PARTNER - GERMAN CAR FESTIVAL

We're pleased to announce Ramair as the official filter partner for the German Car Festival. Since 1981 Ramair has been one of the world's leading manufacturers of performance intake solutions. From replacement panel filters through to complex composite airbox solutions, it offers an unrivalled range of products which is all available from its seven international distribution centres.

ABOUT THE FOAM AIR FILTERS

These filters can have a rubber polymer neck or an aluminium neck both having a cone shaped filter element. This enables easy fitting to space-restricted engine compartments, whilst providing a large surface to maximise potential air flow. The filters are constructed using stainless steel cage internal and their famous 15mm thick twin layer foam.

Ramair universal filters are designed and manufactured for a very diverse range of applications and are made here in the UK. They are available in many different sizes and styles available.

ABOUT PRORAM PLEATED FILTERS:

These filters are made using a high quality, high flow, synthetic nanofiber filtration media which is pleated to maximise surface area and in turn increase air flow. Utilising over 35 years of experience in the field of motorsport filtration the PRORAM range is the premium choice on the market today.

To meet the team and talk performance air filters on the day, then be sure to head to the RamAir stand right away.



DATE: October 5th
CONTACT: germancarfestival.co.uk



PERFORMANCE BY
INTEGRATED
ENGINEERING

PRE-PAID DUTIES // FREE SHIPPING // EASY RETURNS

**HASSLE FREE
UPGRADES**



iE now offers free shipping, pre-paid duties, and easy UK address returns. Get your upgrades in just a week. No surprises, just pure thrills.

Ready to **Live Fast, Buy Fun?**
Scan or visit performancebyie.com





LIMITED BUSINESS

Almost 30 years after our first issue and the perfect Mk2 Golf spec is as up for discussion as ever – but Phil Woodward's flawless OEM+ 16v G60 certainly ticks all the right boxes.

Words: Alex Grant Photo: Ade Brannan

If the Mk1 GTI kick-started the whole performance Volkswagen thing, then the Mk2 deserves equal credit for bringing it to maturity. During a nine-year production run, the second generation expanded the line-up from a single GTI variant to one that included twin-cam engines, supercharging and four-wheel drive, and it's continued to evolve in the hands of enthusiasts in the meantime. Today, compatibility with later VR6, 1.8T and TFSI engine swaps mean there's no shortage of ways for the Mk2 to keep up with modern performance cars – but there's plenty of potential within its own parts bin too. Fast Golfs don't come much rarer than the G60 Limited. Volkswagen only built 71 of them, combining a 210hp 16-valve G60 engine and Syncro four-wheel drive (both



of which were shared with an even rarer 12-unit run of the Rallye) into a subtly blue-pinstriped small bumper, two-headlamp, five-door bodyshell. It's the best of the Mk2's performance hardware, all rolled into the ultimate factory Golf – and, for Phil Woodward, that was the starting point of a now decade-long pursuit of the perfect, period-correct, OEM plus build.

"The first time I saw this engine, a good friend of mine had it on a pallet in his garage," he tells us, resting a forearm against the open bonnet of his 16V G60-swapped GTI. "This would have been around 2006, and I didn't even have a Golf at the time. People were just starting to put 20-valve engines in Mk2s, but I remember thinking the 16V G60 was the Holy Grail – the best engine, the coolest to look at. He sold it, then randomly a few years

later my mate had it back and asked if I'd be interested in doing a deal on it..." Although it's his first G60, it's far from his first Golf. Phil was lucky enough to turn a teenage love of BMXing into a career in the cycling industry, but that social circle also introduced him to modified cars (and PVW) back in the 1990s. As a scene staple, the Mk2 was an easy choice as a first car in 1997 and Golfs have been a recurring theme since. The Helios Blue 8V GTI that followed was a first step into the show circuit, replaced by a Mk1 Campaign in the same colour, and in turn by an ABF-swapped Typ-19 (pre '89) 16V in Jade Green. Today he has two – an '84 GTI and the one you see here. Consider them against the backdrop of a car-owning history that includes a Golf R and TCR, B7 Audi RS4 and BMW M2 Competition, and the Mk2 seems to

be standing the test of time.

Phil smiles: "I don't think I'd want to be without a Mk2. It's the nostalgia – the noise, the way they perform and handle, and I absolutely love the shape. And, for me, it has to be a GTI."

This car followed a bit of a dry spell. In 2014, having recently relocated to Nottinghamshire, Phil was on the hunt for a Typ-19 16V and having little or no luck. Instead, the Edition38 forum presented him with a low mileage 1989 16V in the same Helios Blue as his first GTI, close to home and in an unusually high spec. One of the last small bumper cars off the line, it had factory leather, electric windows and mirrors and – most importantly – a straight, rust-free body.

"It was a good deal. I took it straight to C&R Enterprises for some KW coilovers, new bushes and a tune-up then put it on BBS RMs



and took it to Elsecar," he says. "The last show I'd been to was GTI International when it was in Crowthorne, so I'd been out of the scene for ages and things had moved on. I started noticing all the imperfections in the car. That's when my mate got in touch to say he had the 16v G60 engine for sale again." Although it hadn't been fitted or run, some of the hard work was already in the bag. The engine was a semi-complete replica of the factory 16v G60, based on a 1.8 KR and using the conversion kit from Bahn Brenner Motorsport. Most of the rare OEM parts needed to complete the conversion were already there, such as the G-lader with a U-bend outlet from the Rallye and the Scirocco 16v inlet manifold to shift the throttle body over to the gearbox side of the bay. All Phil needed was some help getting it running, and it's here where things came unstuck. Finding a willing specialist seemed easy,

and within weeks the car had become a rolling shell. Unfortunately, it then stayed that way, collecting upgraded and new-old stock parts while gathering dust in the corner of the workshop. With little or no movement, Phil called in Jason Buckley of JRB Auto Body Repairs to make use of the downtime, treating the Golf to a full bare metal respray on a spit with some subtle smoothing. The hole for the wing-mounted aerial bung has gone, and so has any trace of the brake servo on the bulkhead – Volkswagen didn't design the 16v G60 engine for a right-hand drive shell, so there's no room. "Jason said it was one of the straightest Mk2s he'd ever seen, and it looked absolutely amazing afterwards because everything that went back onto the car was either new or refurbished to a really high standard," he says. "Then it went back to have the engine conversion finished and they dicked about

for years. The car ended up being trailed to Meguiars for a 'day in the bay' detailing session, and then on to Early Edition 2021 and because they couldn't get it started, even though they'd had eight months' warning. We had to push it into the hangar, but it still came in the top 20." Another six months passed before Phil, frustrated by the lack of progress, took matters into his own hands and collected the Golf with Jason. It took four hours to get the engine started in his workshop, but only a few minutes to realise it was leaking fluids and in need of serious attention. Phil took on a full rebuild during the following winter, adding Audi S2 pistons, a ported & polished cylinder head and Schrick sump and windage tray, then had the whole car rewired to avoid issues later on. The drivetrain spec differs a little from Volkswagen Motorsport's engineering.





"Volkswagen didn't design the 16v G60 engine for a right-hand drive shell, so there's no room"





JabbaSport liberated a few extra horsepower with a full Stage 4 supercharger porting, while the space behind the grille is filled with a large Wagner front-mount intercooler and radiator with twin slimline fans. The injectors, ignition system and ECU are lifted from a G60, but with a bespoke map, and there's a Milltek four-branch manifold tucked into the back of the bay. Every detail under the bonnet is deliberate. Russ Whitefield (best known as half of MRmk2builds) took care of the finishing work, designing brackets and spacers to realign the belts and pulleys for the alternator, which is at the back of the bay, then setting it all up to drive as it should. The airbox lid is from a Corrado G60 and paired with a Mk2 GTI 8v base, while the power steering fluid reservoir has moved next to the washer bottle – all just like a G60 Limited. Phil even went to the

effort of getting custom length HT leads and tucking them under the inlet manifold to subtly de-clutter the top end of the engine. “Russ and Mark went through everything, and it’s been absolutely fine since,” says Phil, pressing the bonnet closed. “I’ll do the basics myself, but they’re the only people I’ll let work on it now.” That long build process left an unusual mark on the finished project. The Golf rolled out at Early Edition on a set of 17-inch BBS LMs, but their high 48mm offset required chunky spacers to fill out the arches and clear the brakes and suspension. However, Phil was never entirely comfortable with putting more than 200hp through that setup, and he had a bolt-on alternative closer to home. They’ve unintentionally become a permanent fixture. “The OZs were for sale on eBay, they’d been

on an Astra van and were absolutely haggard, I bought five of them for £20 each. They’re the same wheels I had on my first GTI, but 17s instead of 16s, and they looked great after they’d been refurbished. Originally, I’d planned to use them while it was in the garage, so the car could be rolled around, but I ummed and ahed about what to get and fell for the OZs,” he explains. “Next season I might mix it up a bit, get some bigger brakes and change the wheels, but I’ll always keep the OZs. I know not everyone likes them, but it’s my car and they mean something to me.” Wheels aside, you’d need a good knowledge of Mk2s to spot where Phil has strayed from factory spec. The flawless paint finish, flipping from a regal blue to mile-deep shades of purple wherever the light catches it, is contrasted



"The OZs were for sale on eBay - they'd been on an Astra van and were absolutely haggard"

against chrome Porsche 944 door handles and Audi S2 latches and paired with a full set of new-old stock trim and bumpers – including the graphite silver stripes in the swage line. As a sign of the commitment to period-correct details, the plates are in the correct pre-2001 font with dealer logos matched to the yellowing 35-year-old sticker in the rear window. Even the Milltek system uses OE-style shotgun tailpipes. Anything that hasn't been renewed has been upgraded. Fellow BMXer Bobby Regan spotted a Mk2 wheel in the background of one of Phil's Facebook photos and, as a G60 Edition One owner, they got talking. That mutual interest didn't take long to uncover something that would add to this car's expanding spec sheet. "Bobby had spent years collecting a mint



DUB DETAILS

ENGINE: 1,781cc, four-cylinder, 16-valve petrol (KR), fully rebuilt with Audi S2 pistons, polished and ported head, Schrick sump, windage tray, Bahn Brenner Motorsport 16v G60 conversion kit, Bahn Brenner Motorsport fuel rail, JabbaSport Stage 4 supercharger rebuilt by Only Charged Dubs, Rallye U bend, full Samco silicone hose set, Corrado G60 airbox with 8V GTI base, Wagner G60 intercooler, custom rad with twin slimline fans, Milltek four-branch manifold, Milltek 16v exhaust system, Setrab oil cooler, Mk3 diesel (CTN) gearbox, VR6 clutch, lightened flywheel, Wavetrac limited-slip differential, Polo 02J shift tower, hydraulic clutch, Vibratechnics engine and gearbox mounts

CHASSIS: KW V1 coilovers, Stripplot top mounts, tie rod flip kit and balljoint extenders, Eibach anti-roll bars front and rear, six-piston Tarox brakes with G88 280mm discs (front), Mk4 Golf rear calipers and 226mm Tarox G88 discs, Tilton Racing pedal box, braided brake lines throughout, full under-body restoration with PowerFlex polybushes throughout, 17x7 ET37 first generation OZ Super Turismo wheels, 185/35 Nankang NS20 tyres

EXTERIOR: Repainted in original Helios Blue, Porsche 944 door handles, Audi S2 door latches, new-old stock genuine trims and bumpers, wing aerial bung deleted

INTERIOR: Full G60 Edition 1 Recaro interior, Momo Corse steering wheel, Black Forest Industries gearknob, stereo blank, Porsche 924 glove box latch, Newton Commercials replacement carpets, new headliner, new-old stock genuine floor mats

SHOUTS: Russ and Mark at MRMK2BUILDS, Jason Buckley at JRB Auto Body Repairs, Tom at Meguiars, Vince at Stealth Racing, John Glover at Awesome GTI, Bobby Regan, Chris Wheeler, Ollie Manuella, Carl Greensmith, Rich Booth, and anyone else who has helped out and put up with me along the way.



"I'd confidently drive it anywhere, it's flawlessly reliable, doesn't smell or smoke and pulls really hard"

Mauritius Blue Edition One Recaro interior, with the electric bases, belt buckles and door cards, but he needed the money for an engagement ring. He's still gutted he let it go, but he volunteered it because he could see mine needed something nicer," laughs Phil. "I've always thought Mk2 Golf factory leather looks a bit crap, and they're just standard GTI seats, but these seemed like a match made in heaven with the Helios Blue paint. I drove over to the Isle of Man in my old B7 RS4, had a quick blast around the TT course with Bobby in his G60, then came back with the seats. I could have gone for Harris Tweed or something, but it's not the right car for that kind of thing. Less is more."

Despite the extent of the restoration, it's built

to be driven properly. Phil lifted the gearbox from a diesel Mk3, adding longer ratios suited to the higher-revving engine, and added a VR6 clutch, lightened flywheel and Wavetrac LSD. The chassis is polybushed throughout, fitted with Eibach anti-roll bars and Striplot camber-adjustable top mounts, while a tie rod flip kit with extenders help to dial the bump steer out of its aggressive static stance. Aside from the extra legwork required on the braking front (a remote servo kit is top of the to-do list) it's as much a fast road machine as it is a show car. "Once it's warmed up I'll always cane it," smiles Phil. "I'd confidently drive it anywhere, it's flawlessly reliable, doesn't smell or smoke and pulls really hard. It hasn't been on a dyno, but I'd estimate somewhere around 230hp to

240hp and it's the best of both worlds – like a really fast 8V until about 4,000rpm then it turns into a revvy 16V... and it sounds amazing. I could get more power, but I don't want to mess about with it in that respect. As far as I'm concerned it ticks all the boxes - it's the ultimate Mk2."

Not surprisingly, it's also sticking around. Despite numerous cash offers, Phil has every intention of enjoying the fruits of this near decade-long build for the foreseeable future, and carefully refining the final details. Sure, there's no shortage of ways to wring similar performance out of a modern engine, but there's a lot to be said for taking the ultimate period-correct Golf spec and maturing it a little further ■



C E L E B R A T I N G



20 YEARS

OF PERFORMANCE SOFTWARE & HARDWARE SOLUTIONS



GETUNITRONIC.COM



GARAGE BANGER

Many of history's greatest design feats were crafted by men in their sheds, and Richard Harris' impeccably clean G60 Corrado is no exception to this rule...

Words: Sam Preston (flatoutmedia.org) Photos: Jon Fletcher



W

hat is it exactly that leads someone to modify their pride and joy? Over the years, we've had the pleasure of discussing this very

topic with hundreds of passionate owners, and let us tell you, we've noticed some clear patterns along the way.

Whilst it's fair to say that some had their entire build processes mapped out beforehand, an overwhelming majority of modified car builders seem to almost accidentally fall into this potentially dangerous and addictive world without a moment's

warning – purchasing a sturdy daily driver one minute that gets transformed into a show-winning poster star the next.

It's therefore always refreshing to speak to someone who – somewhat against the grain – did indeed have a clear plan in place before the new car in question had even made it back onto their driveway. And usually, the results from these sorts of projects are rather special indeed...

We think you know where this is going by now. Without further ado, let's bring Kent-based Richard Harris into the picture. A Technical Designer for an AV integration company, Richard clearly has a keen eye for detail –

something that's reflected in the cars he's found himself behind the wheel of over the past couple of decades.

"My first VW was a Mk4 1.4," he recalls. "I had to go for a lack of performance thanks to insurance restrictions, but I could still make it look just how I wanted."

Even back then, Richard found a way to create a genuinely impressive looking car; the strict brief for this one including the likes of an OEM 25th anniversary body kit, retrimmed GTI Recaros and a subtle drop on some RH ZW1s. "I then transferred all the mods off that onto a Mk4 GTI," Richard continues, his master plan taking shape just as he'd envisioned, thanks



to his considerate approach to planning and playing the long game. With a 1.8T-swapped Mk1 Pirelli Edition acting as the first retro rebuild Richard carried out, as well as a couple of top-quality Audi projects coming and going, Richard recently took a few years away from the epicentre of modifying cars. But fear not, he was merely building up for his next carefully curated build process to begin...

"The Corrado has been a great route back into the project car world," he smiles, explaining how, like most of us, one night casually scrolling Facebook Marketplace and eBay saw him stumbling upon a beauty that was too good to ignore.

In Richard's case, this took the form of this slightly neglected G60 located just 15 minutes away,

showing plenty of promise under its faded Aqua Blue Pearl Metallic paint.

"I've always wanted to do a Corrado but was never sure between the G60 and VR6. This car made my mind up though," Richard explains.

In the time between putting a deposit on the car and collecting it, Richard conveniently attended Players Classic, seeking further inspiration along with confirming some of his already-planned mod choices.

"I had 'Phase A' and 'Phase B' mapped out fairly quickly," Richard modestly tells us. "Phase A has pretty much all gone to plan

so far!"

With the cars from Players Classic still on his mind, as well as some iconic past builds floating around in his head (namely Scotty's 20v Corrado, Stew's Mk2 Golf and good friend Olly's Bora from back in the day), Richard was ready to hit the ground running with his detailed build plan.

"The first mod was to swap out the original 15" BBS wheels for some 17" Rotiform NUES, and fine-tune the ride height," he continues the tale. "This was within the first few days of ownership. After the first week, the engine was already out and interior stripped ready to go off to paint..."

Equally as refreshing as his clear vision is the fact that Richard was keen to attempt as much of the work as possible himself – mostly from within his single garage. "I try to do as much as I can. Working on cars has always been a good means of learning new skills and giving things a try yourself. The internet and car buddies offer

a wealth of knowledge, so there's normally always someone on hand to offer a bit of advice when needed," he says. "Rebuilding the car in a single garage was probably the hardest challenge. Investing in a set of QuickJacks certainly made the whole process easier, but the lack of space made a number of tasks quite challenging..."

With the car being stripped down faster

"I've always wanted to do a Corrado but was never sure between the G60 and VR6"







than a stage performer changing costumes, Richard next took the shell over to Ross at RW Paint for a fresh coat of that iconic Aqua Blue Pearl Metallic to be applied. With Ross carrying out Richard's last three resprays, he knew he was in good hands here. The mint body was soon back in Richard's garage, and he set about piecing everything back together, carrying out a number of updates along the way where he could. As well as an interior retrim (with the assistance of Brad from Hide and Seam for the stitched panels), the 'Rado's G-Lader-equipped powerplant was also given a clinical overhaul. Now boasting stage 4 porting on the JMR-rebuilt supercharger, the G60 engine also benefits from more efficient cooling and breathing systems, including a front-mount intercooler and Pro-Ram air filter. The Schrick cam cover finishes off the understated bay nicely, reflecting Richard's addictively effective OEM+ style that features everywhere else on the car. "Once it was all back together I took it to BD Engineering to be tuned. It's on a stock pulley, so only made around 180bhp, but

**"The staggered
BBS RS rims sport
Radinox lips"**





DESIGNED, DEVELOPED & PRODUCED
IN GERMANY



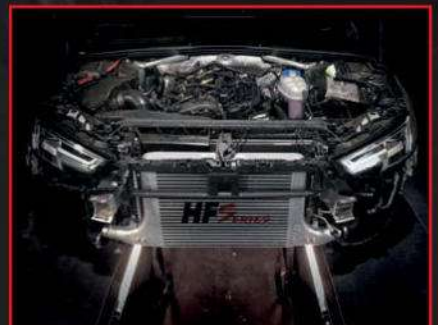
INTAKES



EXHAUSTS/DOWNPIPES



INTERCOOLERS



WWW.HG-MOTORSPORT.DE



DUB DETAILS

ENGINE: 1.8-litre G60 (PG) SOHC engine, custom front-mount intercooler, BBM billet fuel rail and fuel pressure regulator, Ramair Pro-Ram air filter, Fresh Reflections intake pipe, aluminium radiator, Schrick cam cover, TeZet stainless steel 4-branch manifold, Jetex exhaust, 02A five-speed manual gearbox, 02J shift tower

CHASSIS: 8x17" (front) and 8.5x17" (rear) BBS RS split rims, BAGs air suspension system with Air Lift Performance management, full Powerflex Heritage bush kit, Noath Precision ball joint extension and tie rod flip kit, Porsche 996 front brake conversion

EXTERIOR: Full respray in VW Aqua Blue Pearl Metallic, smoothed front bumper number plate recess

INTERIOR: Cobra Nogaro fixed-back bucket seats, Coolerworx shifter, MOMO 300mm steering wheel, Blaupunkt Bremen head unit, Focal Audio, Alcantara interior trim (including headliner), replacement black carpet, Davies Motorsport Engineering billet interior handles



there are plans to change that in 'Phase B'."

It's refreshing to see someone not go too overboard with power and styling upgrades, and instead enhance what was so special about the original car in the first place – we can only imagine how much of a hoot this thing is to take for a quick blast now.

"It's great fun!" Richard confirms. "Although I would like more power at some point, the Corrado is relatively light so still feels quite nippy. The sound of the 'charger whistle certainly adds to the driving experience too." As well as the subtle retrim inside, Richard's also opted for some fixed Cobra Nogaro pews, as well as a MOMO steering wheel and Coolerworx shifter – all touches that enhance the driving thrills factor whilst retaining the retro charm of the original machine.

It's nice to see the exterior follows a similar theme, with Richard letting that incredible paint colour do all the talking. The stars of the show here are those staggered face-mounted BBS RS rims that sport Radinox lips and new barrels from SRR Hardware, with the car sat to millimetre-perfection on BAGs air suspension.

With its timeless style and flawless execution, we would say that it's amazing just how well Richard's Corrado has turned out. But based on the fact that it was all mapped out in such detail, are we really that surprised?!

Thanks to the help of those around him like good friend Charlie along with Neil at Carbon Motive, Richard can be satisfied he's smashed it out of the park so far with this build. There's mumblings that 'Phase B' will include an engine swap, along with a visit to Brad at Hide & Seam for a complete interior overhaul. Watch this space... ■




Ignite your BLUE.



TOYO TIRES

www.toyo.co.uk

 [@toyotires_uk](https://www.instagram.com/toyotires_uk)

 [@toyotiresuk](https://www.facebook.com/toyotiresuk)

 [@toyotires_uk](https://www.twitter.com/toyotires_uk)

NAUGHTY *FORTY*

Of all the eight generations of Golf, one in particular stands out with the Mk2 now considered a true modern classic and the GTI 16v especially sought after for its exciting performance and everyday practicality. Neil Birkitt recounts the chronology of this classic hot hatch.



It can't have escaped notice that this year sees Volkswagen celebrating 50 years of the Golf - it has been covered in virtually every magazine except *Woman's Own* (I'm sure I read a small piece on it even in there - Ed), and most major events have organised some sort of 'Golf' line-up. But a properly researched, in-depth feature on all eight generations would need a whole issue, or maybe even a book. So, let's set our sights on a more manageable item and a celebration as equally important

in its own right. Which is where the editor suggested the story of the Mk2 Golf, now celebrating its 40th year...

Launched at the Frankfurt Motor Show in September 1983 (and released here in 1984), the new model was a clear evolution from the iconic Mk1 which had already enjoyed a full decade of sales success. Especially pre-eminent in 'hot hatch' form with the high-performance GTI, it was increasingly under heavy competition from rivals like the Ford Escort XR3i, Vauxhall Astra GTE and Peugeot 205 GTI.



GO BIG OR GO HOME

Larger and more refined, the styling of the Mk2 had been perfected in-house by Herbert Schäfer who rather immodestly claimed that only Giorgetto Giugiaro and himself were qualified to design a Golf. Often likened to an inflated and slightly rounded version of the original Itai Design rendition of the Mk1, it retained the trademark heavy C-pillar and chopped-off hatchback stance but portrayed a stronger and more mature impression. Predictably, the motoring press initially criticised its lack of 'excitement' or 'ego appeal' but that did nothing to dampen its immediate sales success.

Based on a much improved chassis, the overall length was increased by 170 mm (to 3.99 m), it was 55 mm wider (to 1.42 m) and the track was wider by 23 mm at the front and 50 mm at the rear, with more room inside and boot space increased by 30 per cent. It was also heavier, typically by 120 kg, but improvements in aerodynamics, the Cd value reduced from 0.42 to 0.34, meant that performance and fuel economy were still comparable or slightly better than the equivalent engined Mk1.



1984 UK LAUNCH

Launched onto the UK market in right-hand drive form in March 1984, it was available in several permutations of 3- and 5-door hatchback, with options of C, CL and GL trim and 1.0, 1.3 and 1.6-litre engines rated from between 45 and 75 hp in conjunction with a 4-speed manual transmission (or an automatic with the 1.6 GL).

We could fill the next few pages by recounting the various trim and equipment options from the sales brochures, but we really don't think that's where our time is best spent. These are, after all, the pages of Performance VW magazine and our focus should surely be on the GTI and the high-performance models that followed in its wake.

The GTI was included in the European line-up right from the start, with right-hand drive models arriving in the UK in the Spring of 1984, powered by basically the same 1781cc K-Jetronic engine as its

predecessor, developing the same 112hp.

Designated EV, the engine now had the air intake and fuel metering head on the right-hand side of the engine bay, with a longer inlet duct and revised camshaft timing improving the torque figure slightly, from 148 Nm at 3500 to 156 Nm at 3100 rpm. A water-cooled heat exchanger, mounted between the block and the oil filter, took the place of the air-cooled oil cooler.

The transmission was a 5-speed manual with a top gear ratio of 20 mph per 1000 rpm. Most importantly, the brakes were a major improvement over those of the Mk1 GTI, with the benefit of a larger right-hand drive servo unit, 239 mm diameter vented front discs and 226 mm rear disc brakes.

Mk2 GOLF GTI 8v

Readily distinguished by its four-headlamp grille and Pirelli P alloys, the Mk2 GTI also came with the four-button steering wheel, golfball gear knob, MFA trip computer and striped upholstery, black headlining and black plastic wheel arch trims. Priced at £7,867 it was available in black, Tornado Red, Alpine White and Atlas Grey plus Jade Green and Diamond Silver metallics. Power steering, central locking, electric windows and a split-folding rear seat were optional extras.

A five-door GTI was added to the UK line-up in 1985, with 6x14 alloy wheels and 185/60-14 tyres as standard while the three-door now came with steel wheels, which were later adopted for both models, with a teardrop-style alloy wheel design called Silverstone available as an extra-cost option. Twin tailpipes were adopted and a steel sliding sunroof fitted as standard.

In 1986 the engine adopted hydraulic tappets, the sump capacity was increased and the radiator had a two-speed fan, but the biggest change came in August 1987 when the K-Jet system was replaced with Digifant electronic fuel injection, enabling the engine to run safely on 95 RON unleaded fuel if required. Torque was increased slightly to 159 Nm at 4000rpm; although the outright performance was similar, the Digifant engine was capable of slightly better fuel economy, in the range of 30 to 40 mpg. Contemporary road test reports recorded figures ranging from 8.5 to 9.2 for the 0-60mph acceleration while the official top speed was 119 mph. Volkswagen's own press information had claimed 8.3 seconds for the 0-60 time, often repeated, but this was later found to have been a 'typo'!

That year also saw the Mk2 Golf receiving its first major visual changes, with the quarter lights replaced by single-piece glass in the front doors. The mirrors were mounted further forward along the doors and the grille was also changed, from the seven-slat to the five-slat design.

August 1989 (1990 model year) saw the biggest change to the car's appearance, with the adoption of the so-called 'big-bumpers' on the GTI and GL models, along with slimmer rubbing-strips, and re-modelled arch trims feeding into full-length sill covers. In the final months before it was discontinued in late 1991 the 8v was given electric windows and BBS alloys. By this time the price had increased to £13,196 for the three-door and £13,372 for the five-door.



"Just before it was replaced in late 91 the 8v GTI was given electric windows and 15" BBS alloys"

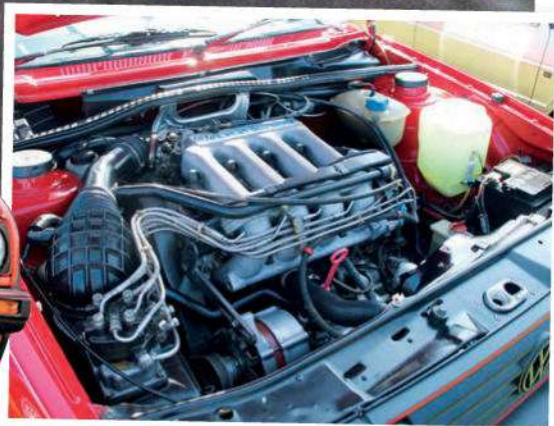


COMPETITION AND TUNING

By the early Nineties the Golf GTI had to cope with rivalry from several other quarters in the 'hot hatch' market. Most notable was the Peugeot 205 GTI, especially potent in its 1.9-litre form. The Astra GTE 16v, Renault 5 GT Turbo and Escort RS Turbo were all very strong

contenders in this sphere and many GTI owners had to turn to the aftermarket tuners to provide the street credibility that they desired. Fortunately, by now, they had plenty of options to turn to, with companies like GTI Engineering, BR Motorsport and TSR Performance to name but a few.

We have to remember that the Mk2 GTI 8v had originally come to market with much the same power and performance as its predecessor. But Volkswagen had a few aces up its sleeve when it came to providing the performance that the famous logo deserved...



Mk2 GOLF GTI 16v

The first upgrade came with a multi-valve version of the 1.8-litre engine. Volkswagen had been developing a 16-valve engine since 1981 and it went into European production in 1985 in both the Golf and Scirocco, but it wasn't until 1987 that we received right-hand drive versions of the Golf GTI 16v here in the UK.

Instantly distinguished by the four large cast aluminium intake pipes which pass over the top of the engine, not to mention the letters DOHC 16V engraved on the plenum chamber, the multi-valve head had two 32 mm intake and two 28 mm exhaust valves per cylinder, providing 20 per cent more gas flow than the 8-valve engine. In combination with KA-Jetronic fuel injection and data

controlled ignition the new unit (KR code) developed 139hp at 6100 rpm and 168 Nm of torque at 4600 rpm.

Performance was significantly improved over the 8V, with 0-60 mph in 7.7 seconds and a top speed of 130 mph. With the extra power developed mostly from 4000 rpm upwards, the 16V was a real flyer at higher speeds, with 60 to 70 mph in third gear taking just three seconds and 90 to 100 mph in fourth gear a little over four seconds! Driven with restraint, though, fuel consumption was still quite reasonable - capable of averaging 32 mpg and 40 mpg when cruising.

To complement the higher performance,

the 16v had lower and stiffer suspension, and (from 1989) larger (256 mm) front discs and callipers. Its overall appearance was still quite discreet, though, with the 6x14 Montreal 'bottle top' alloys fitted with 185/60 tyres, although 6x15 cross-spoke BBS rims were later adopted. Although the trim level wasn't significantly higher than the 8v, the UK price of the 16v was £11,553 in 1987, a premium of £2,000 over the 8v. Nevertheless, it became a best seller - accounting for nearly 10% of all Golfs sold in Britain. Clearly, it was the Mk2 Golf GTI that many enthusiasts had been looking for.

Mk2 GTI 16v (pictures courtesy of Ray Partner).

RALLYE GOLF

Volkswagen had another string to its bow when improving performance - supercharging, and while it never made it into what might be considered mainstream use, we can hardly fail to mention the combination of a 160hp supercharged engine and syncro four-wheel drive that featured in the Rallye Golf G60. Designed as a homologation special to allow Volkswagen to compete in the Group A of the World Rally Championship, a production run of 5000 road-going examples was required.

Mechanically the Rallye was essentially a combination of Golf GTI, Golf syncro and Corrado G60 components. The engine block was basically an 8-valve GTI but with a bore of 80.6 mm instead of 81.0, reducing the displacement from 1781 to 1763 cc so that it complied with a 1.4 multiplication factor in order to compete in the under 2.5-litre class. With a large intercooler and the G60 supercharger delivering 0.65 bar boost, the Digifant-injected unit delivered 160 hp at 5600rpm and 225 Nm torque between 3800-4000 rpm. To explain the designation, the 'G' describes the convoluted shape of the supercharger scrolls, and the 60 relates to the intake size of 60mm.

A major advantage was that this power output was distributed to all four wheels by the syncro all-wheel drive system which Volkswagen had previously developed for

soft-road versions of the Transporter, Golf and Passat. Not to be confused with the Haldex unit later used in the Mk4 Golf V6 and Audi TT, the viscous coupling transferred drive to the rear only when the front wheels lost traction. It would never be as robust as the permanent Torsen diff system used in the Audi quattro, but it was effective enough to enable the Rallye Golf to achieve 0-60 mph in 8.6 seconds and a top speed of 130mph.

Again, Volkswagen seems to have been 'generous' with its official data, claiming 7.6 seconds for the 0-60 mph sprint, without taking any account of the considerable overall weight of 1640kg. In fact the power to weight ratio of the Rallye was inferior to that of the GTI 16v. Its considerable advantage came with its superior traction on slippery surfaces, with much sharper turn-in to tight corners as the power was applied to the rear wheels.

The Rallye was certainly more overt in appearance than the pure GTI models, most notably with its unique three-door bodyshell featuring boxy Audi quattro-style metal

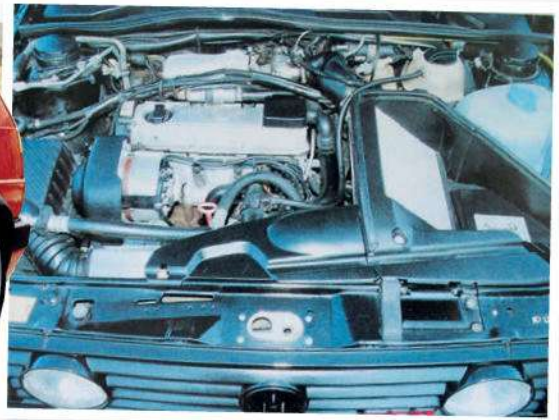
wheel arch extensions, wide sill panels and a special grille with rectangular headlights, bigger bumpers and a deep front spoiler. Filling out the wheel arches were 6x15" Sebring alloy wheels, with 205/50 tyres, and the front brakes were 280 mm diameter vented discs, with larger rear discs than the GTI. Inside, it came with heavily bolstered leather-trimmed sports seats, although the fascia was still basically the same as the GTI, with an MFA trip computer.

Just 5000 were built in the Volkswagen factory in Brussels, Belgium, all with left-hand drive, with 80 originally allocated to the UK to special order a price of £16,940, although

some others will have been privately imported since. Sadly, the Rallye didn't live up to Volkswagen's expectations on the world rally scene, finishing the 1990 WRC season in 10th

"Its considerable advantage came with its superior traction on slippery surfaces"

place overall, soundly beaten by Lancia, Toyota, Mitsubishi, Subaru, Mazda, Renault, Audi, Ford and BMW - its best position being a 5th on the 1990 Tour De Course Rally, although some privately entered examples later acquitted themselves well enough.



Mk2 GOLF GTI G60

Worth noting is that the Frankfurt Show in September 1989 saw that appearance of the GTI G60 featuring much the same 160hp supercharged powertrain as the Rallye but with body styling more akin to the standard GTI and with only front-wheel drive. Available in both three- and five-door bodyshells it remained in production until the Mk 2 was superseded in late 1991, but only in left-hand drive format, with just a handful registered in the UK.

Unlike the Rallye, the GTI G60 had the standard 1781cc displacement, with its 160hp developed at 5800 rpm instead of 5600rpm. To cope with the power output, the front-wheel drive GTI G60 had the same cable shift gearbox as the Passat and

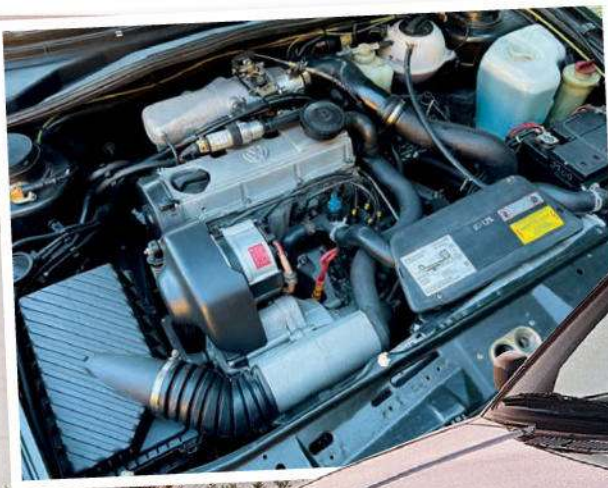
Corrado, with a slightly higher fifth gear than the Rallye giving 24.3 mph / 1000 rpm. Official performance figures, considered more realistic in this case, were 0-60mph in 8.3 seconds and a top speed of 134mph.

Visually, the GTI G60 seemed very similar to the standard GTI, with the four-headlight grille and big bumpers, but look more closely and you'll note a bonded windscreen, slightly wider front wings with larger wheelarch trims, and G60 badges at front and rear. 6x15" steel wheels with 185/55 tyres were standard initially, but the optional 6.5x15 BBS alloys with 195/50 tyres became standard in August 1990. Power steering and ABS brakes were also standard equipment.

There were two special editions of the G60,

called 'Wolfsburg Edition' and 'Fire and Ice', both with special trim and paint schemes. More significant was the 'Edition One' in metallic black, pearl grey or dark burgundy, with two-piece BBS RM alloys, blue cloth electric Recaros, chromolux tinted glass and special edition badges. Sadly, official right-hand drive imports of the GTI G60 never made it to the UK, perhaps because it would have rivalled the Corrado G60 which sold so well at the time.

Volkswagen also released a G60 Syncro, utilising the Syncro four-wheel drive system but in a stock G60 shell, fitted with Sebring alloys. Despite extensive research, exact production numbers aren't known but it is certainly one of the rarest G60s available.





G60 LIMITED

But the ultimate incarnation of the road-going high-performance versions of the Mk2 Golf has to be the G60 Limited, a very special limited edition built by Volkswagen Motorsport in Hannover. With 71 individually numbered examples being made between late 1989 and 1991, this version featured a 1781cc 16-valve G60 supercharged engine developing 210hp at 6500rpm and 252 Nm at 5000 rpm.

It is also reliably reported that VW Motorsport produced a batch of 10 or 15 cars with modified engine management which were good for 240 hp. Official performance figures for the 'standard' car were 0-62 mph

in 7.4 seconds and a top speed of 142mph, with modified examples claiming sub-6 second times and top speeds 'off the clock'!

With the same Syncro four-wheel drive system and uprated running gear as the Rallye but without the wide wheelarches, the G60 Limited was a veritable 'wolf in sheep's clothing', especially as it was based on the 5-door bodyshell (Why, why, why? - All), although there are reliable reports of at least one three-door example. All were finished in either solid black or dark graphite. At first glance it could be mistaken for a nicely personalised small bumper GTI, with



just a blue surround to the single-headlight grille and tinted tail lights, perhaps the only giveaway being the set of 6.5x15 BBS alloys with 195/50 tyres and the highly distinctive engine note. Suffice it to say that this was the ultimate officially produced road-going Mk2 Golf and now highly prized (G60 Limited pictures courtesy of Rajan Paymaster)

CONCLUSION

Of course, the Golf has come a long way since the Mk2 made its debut some 40 years ago. The high-powered GTI and R models in particular now achieve a combination of performance and practicality that could only have been dreamed of back in 1984. We could hardly have imagined the thought of a five-door Golf with the ability to out-run a Porsche Turbo while also capable of carrying five

in comfort and returning over 40 mpg on a long run! That being said, we'd take a big-bumper Oak Green Mk2 GTI 16v on 15" BBS RS 001s over a modern Mk8 all day long...

Out of all the eight generations, the Mk2 now stands out as a modern classic, with the GTI 16v in particular now highly sought after for its combination of exciting performance and everyday practicality.

For those less concerned with originality, modified examples of the Mk2 can be found with just about everything from the 2.0-litre 16v ABF to the 3.6-litre VR6 engine shoe-horned under the bonnet, while Volkswagen itself pulled out all the stops to build a 652hp twin-16v turbo engine Mk2 to contend the Pikes Peak hill climb in 1987, only defeated by a suspension failure just a short distance from the finish.



the exhaust system



Jetex catback stainless exhaust systems are engineered using 'straight through' absorption silencers...

...no power restrictive baffles means back pressure reduction and **increased torque.**

Beetle | Corrado | Golf 1 | Golf 2 | Golf 3 | Golf 4 | Golf 5 | Golf 6 | Golf 7 | Jetta | Passat | Scirocco

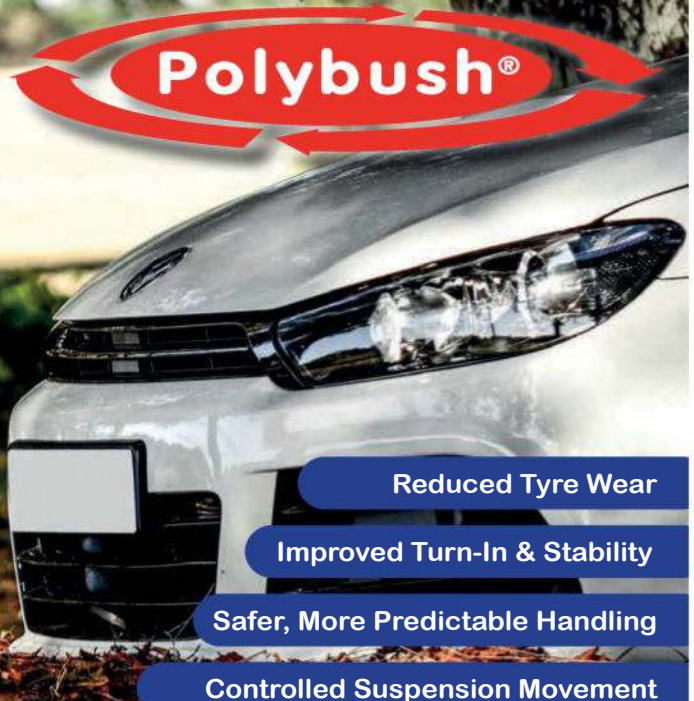
Having been one of the main players in the performance exhaust aftermarket since the mid-1980s, the last 30 years or so have seen the Jetex brand become synonymous with quality, style and performance. Today, Jetex continue to produce exhausts for many VW models from the classic Mk1 Golf GTI, Scirocco Mk1 and Corrado to the Golf Mk7 R and Scirocco III...

Jetex also supply a large range of high flow 'blue' cotton filters, offering customers enhanced but economical engine performance. Jetex filters perform at a superior level when compared to the standard paper filter - 'more air in - more air out', creating a perfect performance combination alongside the Jetex range of exhaust systems.



+44 (0)1789 298989 | www.jetex.co.uk | #jetexexhaustsuk

Performance & Comfort!
You CAN Have It All.



Front Wishbone Rear Bush

NEW DYNAMIC!



Reduced Tyre Wear

Improved Turn-In & Stability

Safer, More Predictable Handling

Controlled Suspension Movement



See What's Available For Your VW





Performance VW

www.facebook.com/PerformanceVWMagazine





Performance VW

www.facebook.com/PerformanceVWMagazine



THE MERRIEST GO-ROUND

When your 82-year old father still dailies a 500+hp bright orange Audi TT it's almost a given you need to drive something equally special. Jesse Brimhall's HPA-fettled Mk4 R32 is certainly that...

Words: Bryan McCarthy Photos: Jonathan Leung

The Class of 2004 is celebrating its 20th reunion this year and the Volkswagen R32 has certainly aged gracefully over the last two decades. A lot better than the Pontiac Aztek, am I right? Cheap shots aside, the proverbial big brother to the GTI always punched above its weight. With 240-horsepower from its 3.2L VR6, paired with 4MOTION all-wheel-drive and a 6-speed manual gearbox, the pudgy hatchback was a favourite amongst contemporary reviewers. Sure, it wasn't as fast as its Japanese competition, but they couldn't match the German's sheep in a Wolfsburg suit approach.

The R32 hadn't even graduated secondary school before being recruited by famed

Canadian tuner HPA, having earned top marks for being both VR6 and all-wheel-drive equipped. Marcel Horn, HPA's founder and president, and his team employed twin turbos on the VR, put it on a strength training regimen, and dressed it in the subtle uniform of HPA graphics. The car was sent off to wage war in the convention trenches of Vegas, specifically SEMA's in 2004, and came away clutching the oversized cup of victory in the second annual Gran Turismo 4 Awards. The prize wasn't the headlights of their enemies, but rather an appearance in the most popular racing simulator ever created.

Before that R32 debuted at SEMA, however, it made the rounds in tuner mags and one such feature caught Jesse Brimhall's attention. "I read an old Motor Trend article featuring an

HPA-tuned R32 that seemed to put most sports cars at the time in their place," Jesse tells us. The 46-year-old part-time Montana resident has been a fan of VW and Audi for probably as long as this mag existed, but he's an equal opportunity automotive enthusiast. His vehicle in college was a lifted Ford F-350, but fuel and maintenance costs were nearly equivalent to buying a GTI. So the truck was parked and a 2001 VR6 filled in as campus transport. Like his pickup, the hatchback slowly acquired some simple modifications. A Milltek exhaust, a tune, and sport springs to quell the Internet's prevalent chants of "Lower It." Jesse enjoyed the GTI for the remainder of his college years.

"I was just about to graduate and had been working construction and with a land developer



learning the ins and outs of real estate and development. I had heard about the VW R32 and knew it was coming stateside, but it really wasn't on my radar..." Until that fateful one page article in the January issue praising the tuner's take on a not-yet-released R32.

That's all it took to spark Jesse's interest in both the car and the tuning house. In spring of 2004, he located a Reflex Silver R32 at a dealer in Montana and had it shipped directly to HPA up in Langley, British Columbia. "This was the start of a long, expensive but very enjoyable, rewarding relationship with Marcel and his team at HPA."

In September 2004, Jesse and a buddy were on a plane to pick up his now twin-turbocharged R32. In addition to double the horsepower, the

car received KW Variant 1 suspension, brake upgrades, and a few other choice changes facilitated by the Canadian crew. "I met personally for the first time with Marcel and his team," Jesse recalls. "[We] got a quick tour and walk through of the car and were off on a road trip through Washington, Montana, Idaho and on to Utah." That's right, HPA didn't build a trailer queen for Jesse. A few months later he drove it down to his parents' home in Arizona to see if the R had what it took to take on some of the American powerhouses his father owned. As suspected, his R handily out handled and out accelerated the Dodge Viper of the senior Brimhall.

Jesse enjoyed that R32 for a few years, tracking it at the local Miller Motorsports Park, running mirror to mirror with Porsche owners

and other higher end sports cars. "My R32 was always the talk of the pits and wondering what had been done to the little lunchbox that allowed it to overtake these other cars," grins Jesse.

In 2006, Jesse's R32 was sent back to HPA for some power upgrades, including replacing the twin K04s with a Garret ball bearing setup. Traveling to that year's SoCal R32 event created a memory he recalls fondly. As part of a caravan of R32s, bombing down the coast with other HPA cars, they came upon another unsuspecting Viper. And would you know it, his R32 had no problem increasing the distance between the two cars. The look on the Viper owner's face said it all. Clearly he needed to get himself a tuned R32!

Speaking of Viper owners, Jesse invited his



father to Los Angeles to get some track time at Willow Springs in his R32. He was sold. He needed his own HPA machine. But not wanting to drive a hatchback, Jesse tells us, he and his father found a solution to the body style snag. "One day we received a call from Marcel saying he had just seen the newly revised Audi TT. He told us that he could likely get a German-spec 2007 TT and get it built and in our hands by the time they would be rolling out in the US for model year 2008. This intrigued my dad and he placed and order with Marcel for the 'Orange Dream' HPA TT that took the 2007 Best of SEMA award and was later immortalized into Sony's Gran Turismo game." When asked if his father still daily drives the 565-horsepower, Arancio Borealis-painted car, Jesse proudly told us that yes, the 82-year-old George still does, Lambo doors and all. For all the haters, it should be mentioned those novelty doors from LSD have functioned flawlessly since it was built. "It's an absolute beast and has been back [to HPA] for several revisions, most recently a completely

built motor and new turbo setup," says Jesse.

It wasn't long before Jesse's first R32 was sent back to HPA for the third time, the goal being more traction and a different look. The timing couldn't have been better, as the team was developing a project dubbed "The Decathlon." The premise of the project was to build a multipurpose car that would be at home at a variety of auto events, from a road course, a drag street or even a car show. That car would eventually debut at SEMA in 2008 at the Dunlop Tyre booth sporting a SO-CAL Speed Shop style paint scheme. It was powered by a twin-turbo 3.6L VR6 and a robust DSG. Hand-formed widened fenders helped accommodate massive 285 width tires and a built-in air jack system raised the car with the press of a button.

"It officially became the 'Baby Decathlon,' adding a hand built wide body kit, a set of Beetle RSI wheels, fresh paint, carbon hood, new exhaust, seats, roll cage and oh, a DSG swap," Jesse tells us. "It was now officially a track car but still very comfortable to daily. You

may recall the 2008 Euro Tuner Shootout; I was flying in from China on a work trip, but Marcel and crew had just finished my car and brought it down to compete in the event. I flew in on the third and final day of the event and got to witness Darren from HPA take 1st place overall which was very satisfying. But not as much as watching every participant load their cars onto trailers to take them back home or to the shops and for me to hop in the driver's seat of mine and drive 1000 miles back home after the event without a hiccup. We were on the cover of Eurotuner in the Jan 2009 printing. HPA's slogan "Built to Be Driven" is no joke. I've pushed that car hard and have driven it to and from dozens of track events in various states and locations with only lots of tyre wear and smiles to show for it."

Eventually the responsibilities of adulting came knocking and the Baby Decathlon was supplanted with actual babies. It was sold on to a local enthusiast who also enjoyed the car. It's currently in the hands of an HPA enthusiast and



“Pairing a low-mileage R with our FTX 500 kit would offer years of exhilarating performance without compromising reliability”

was refreshed by the tuner. I sure hope that means they've got a garage full of twin turbo Volkswagens.

A few very fast Audis filled the gap between R32s, including his current daily driven RSQ8. He had a 2016 Nardo Gray S6 that HPA used for the R&D of the turbo upgrade for the R S7. Jesse also found a low mileage 2015 RS7 Prestige. Both that and the sporty utility vehicle make the perfect road trip companions.

“Though I love the Audis and they tend to be a little/lot more refined than the original R32,” smiles Jesse. “I was wanting to relive the memories of my past and wanted to build another R32.”

“When Jesse reached out, eager to recreate that jaw-dropping experience he had back in 2005, I was excited to share how far our FTX technology has advanced single turbo performance,” Marcel tells us. “I explained that pairing a low-mileage R with our FTX 500 kit would offer him years of exhilarating performance without compromising reliability.”



Marcel (centre) and his team of merry men at HPA have been constantly evolving its VR6 turbo kits over the decades and this latest FTX package is the pinnacle. Jesse loves the reliability his set-up offers him!



Finding that car seemed like it was going to be a daunting task, but after speaking with Marcel and showing interest in locating a low-mileage, clean R32, it wasn't long before the glitter tootin' unicorn appeared, wings flappin'. "Ironically the car belonged to a long time HPA employee who was actually my original salesman when I contacted HPA back in 2004 with my first R32," gushed Jesse. "It was meant to be!" The project began in early winter of 2021.

"The vision for this 2004 R32 that I now have came from a lot of back and forth with Marcel. I'd like to say that I very much had my hand in the styling and design, but it was a team effort with HPA and their extremely talented group being able to make it a reality."

The exterior is kept relatively tame, with some parts exchanges only noticeable by the most hardcore of Wolfisti. See that rear wiper? It came from a Polo. The OEM HIDs, an upgrade reserved for the fanciest Euro models, pair nicely with the corresponding headlight switch. And yes, the rheostat thumb wheel is

"The stock Konig seats have been binned in favour of a pair of Recaro Sportster CS"

functional. Do those mirrors look stubby to you? How about that shark fin antenna? And what US-based car is complete without a set of authentic European taillights? No Cupra R's were harmed in this honing of this exterior.

As HPA's relationship with KW goes back decades, it's no surprise that the lowered stance is provided by Variant 3 coilovers. "When it came to styling, I wanted something a little retro as the car is now 20 years old,"

says Jesse. "I came across those Avant Garde wheels and Marcel and team agreed that they would set the car apart." To contrast the bronze faces and brushed barrels, Marcel proposed their first-

ever all-white HPA brake calipers, a result that has become one of his personal favorites.

The interior is similarly straightforward. The stock Konig seats have been binned in favour of a pair of Recaro Sportster CS, which according to Jesse, have more holding power. "I'm a bigger guy and these are wide enough and yet just deep enough to keep me planted with little roll." The reupholstery on them was inspired

by a buddy's Porsche Cayenne GTS. "It had this wicked black and white houndstooth fabric for the seat backs. I wanted something similar and found the material and sent the link to the HPA team. The rest is history as they turned their local upholsterer on to the task. The rear bench is matched and the stock leather steering wheel is restitched in blue to tie it all together. Extra information on what the motor is doing is relayed via a VADpro display replacing a center vent and an HPA vent pod with a Turbosmart eBoost2 electronic boost controller.

As far as sounds go, one would think the induction noises of a turbocharged VR6 would suffice, but sometimes you just need to put on your favorite mix CD, burned for a specific occasion, and hit the open road. "Keeping in line with my youthful desires," Jesse goes on to tell us, "I had the team research and find a local stereo shop that could improve the sound system by adding some bass and proper highs and also provide the modern convenience of a rear view camera. It's stealth. You can't see anything other than the Kenwood head unit, but it thumps. The challenge is always do I want to hear my favorite song or listen to exhaust notes and backfires from the VR6 motor."

Jesse's in the unique position where he can compare a TT R32 and a single turbo car. As Marcel describes the FTX, "this approach allows us to retain the original gearbox and bottom end internals, ensuring a balance of power and durability." The FTX upgrade is a complete package, as evidenced by the extensive engine section in the Dub Details. For this Full Throttle eXtreme application, a BorgWarner EFR 8474 turbo is used to take advantage of the broad power band. A few added bits pushed the power to 550, thus the name change, but who's keeping score? The engine bay is so tidy and thought out, it appears it could have





Hey, Marcel, don't make yourself too comfortable in there chap - you need to give it back to Jesse soon





come from the factory like that. It was finished in August 2022 and just like the first car, Jesse collected it from Canada and drove it all the way back to Utah without issue.

"It's stupid fast," Jesse exclaims. "In some ways it feels faster than my original TT R32. The twin turbo kit was a smoother, more linear feel. It would come on strong and pull hard, but the single turbo FTX550 kit surprisingly has almost zero lag and pins you back harder and doesn't let off. Torque is insane. On full boost, I seriously have a hard time finding traction until I get into 3rd gear. It's more raw than I remember, but I have to remind myself that it's a 20 year old car and then I'm totally happy and content." Jesse admits he has a hard time driving the car slow, but then if given the opportunity to be in his seat, wouldn't you, too? The absolute bombshell of our conversations is that Jesse's never driven a stock R32 - at this point, well, once you've sampled the filet mignon, no sense in kissing the cow on the lips, right?

"What truly sets this build apart is its nostalgic significance," Marcel recalls. "We were entrusted with the task of recreating an experience from

nearly two decades ago, a testament to the enduring faith in our brand and the deep trust in our team. This project is a celebration of a shared passion for performance, all rooted in our collective appreciation for the unique VR6 engine. Over the past twenty years, Jesse and his family have shown remarkable warmth and hospitality to our team. It was an honour to craft a build that, while basic in concept, delivers potent performance. This project beautifully showcases the fingerprints of both the owner and our team, creating a harmonious blend of vision and expertise. The raw, authentic power delivery this MK4 is capable of on a daily basis is nothing short of impressive. It's not just a car; it's a legacy in the making, poised to inspire generations of enthusiasts. This build embodies the perfect balance of nostalgia and cutting-edge performance, demonstrating that sometimes, revisiting the past can lead to creating something truly extraordinary for the future."

As a father of six, I'm sure that there is a good chance Jesse's R32 will be the creator of memories that can fill a family album, one roaring rip at a time ■

DUB DETAILS

ENGINE: HPA FTX500 turbo kit with Borgwarner EFR 8474, HPA proprietary cast manifold, 76mm stainless downpipe, HPA liquid cooled short runner intake with aftercooler package for AWIC, HPA compression reduction kit, custom HPA software, HPA race-grade rod bearings, Parallel fuel system, high flow fuel pump, HPA FTX valvetrain, CVP Tri-Flow cams and FT88mm stainless exhaust system with bypass. HPA 02M transmission reshim, Clutch Masters FX400 clutch, Mfactory Helical LSD, HPA Short shifter, HPA TMAP touchmotion AWD programmer

CHASSIS: 19" Avant Garde F511 3-piece wheels with Michelin PS4S 225/35/19 tyres, brushed barrel, bronze centres, black fasteners, KW V3 coilovers, H&R sway bars, HPA 355mm 6-pistons brakes (front) and 335mm 4-pistons (rear) all custom powdercoated in white

EXTERIOR: Maxton lip spoiler set, OEM Sharkfin antenna and Euro Taillights

INTERIOR: VADPro VAD28 Display, Recaro Sportster CS seats with custom Pepita Houndstooth, rear seats upholstered to match, restitched steering wheel, A-pillars, sun visors, sunroof all in blue plaid, Planted seat bases, Schroth Quickfit Pro harnesses, HPA vent pod with Turbosmart eBoost2 electronic boost controller, Kenwood Excelon DMX907s headunit, Rydeen lip mount reverse camera, Focal FPX5 1200 5-channel amplifier, JL Audio 10TW3D8 10" shallow mount subwoofer (pair)

SHOUT: I thank my dad George for instilling the passion in me. Being raised around cool cars is something I feel is a part of me. Also my amazing wife, Melissa who lets me live out my passions in cars. Last but not least, the entire crew at HPA. They really are an exceptional company with great values and build to the highest standards and levels of performance





DEVELOPED ON THE TRACK ADAPTED FOR THE STREET!

Precision-engineered and designed for durability, our line of **HPA OEM+**, **FR450**, and **FR500** IS38 Hybrid Turbos represent a significant upgrade over the stock IHI IS38 turbo.

Surpassing the highest OEM specifications, our turbos incorporate an upgraded bearing system and reinforced turbine shaft, effectively addressing the weaknesses of the stock turbo which can often lead to catastrophic failure in high boost applications.

Proven on the track, **HPA FR450** equipped GTI's have clinched multiple Enduro 750 Championships, showcasing reliability and performance in competitive racing environments.

Upgrade to our IS38 Hybrid Turbos and experience the difference that comes with our proven track record of motorsport excellence!

 [HPAMotorsports](#)  [HPAMotorsports.com](#)



Level of cars was insane - lots of German metal, too



DEFYING GRAVITY

Branded as the UK's largest modified car show and held for the second year running at Birmingham's NEC, we just couldn't wait to check out Gravity 2024 - especially as we'd be taking up pitch there with a VW stand! Words: Elliott Roberts Photos: Joe Dawes & Gravity Media

Gravity is the brainchild of one Jordan Clarke, which he founded back in 2016 after the successful launch of his automotive apparel brand, Slammed UK. Judging by the reaction to 'Slammed', the UK modified car scene was clearly crying out for a cool, dedicated mixed-marque event that not only highlighted the best cars, but also the culture and companies that surrounded them. "We held our first event back in July 2016 at Stoneleigh Park in Coventry and had what we thought was a huge attendance of 1500 people," 32-year-old Jordan confessed, with a slight grin on his face. Little did he know what was to come and that this would just be the beginning. Things would quickly begin to spiral from there. "Over the following years, the event continued to grow in size and popularity until we soon outgrew the Stoneleigh venue after COVID. At that stage the NEC was really our only viable option," he admitted. Go big or go home, right? It's safe to say Jordan doesn't do things by halves. His current fleet of cars is clearly testament to the fact. How does a bagged R32 Skyline, an OG Audi R8, an Audi RSQ8 on 24s, plus a Golf GTI race car and his recently finished Liberty Walk Lamborghini Huracan - all of which are heavily modified and were branded to promote the Gravity show for 2024 - grab you? We must



EPS Group S RS001 recreation was our car of show, obvs!





Despite the vast venue NEC looked full to bursting inside

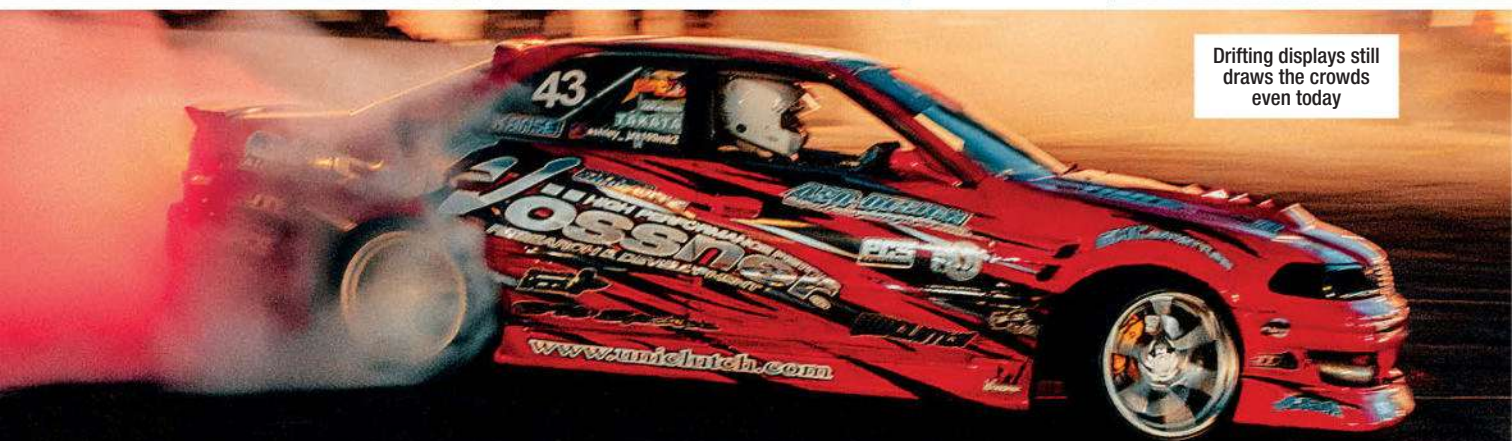


Gravity's Mk7 race car isn't just for show and will be used in anger once build is complete





Gravity attracted Volkswagens of all models and kinds

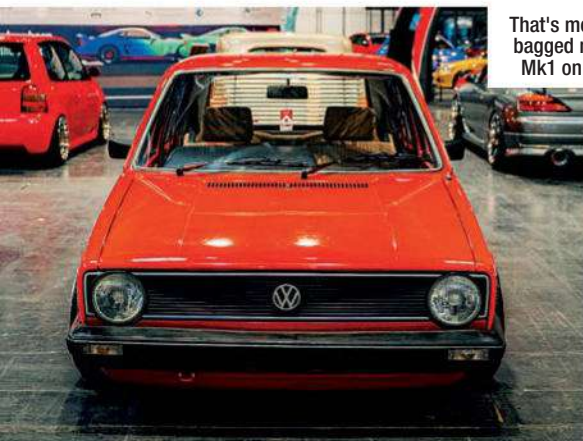


Drifting displays still draws the crowds even today

add that Jordan shares the fleet with his fiancée, Beth Halsey, who is also a massive petrolhead. Oh, and they also have an S14 drift car which is still a work in progress build! So, had Jordan bitten off more than he could chew last year in taking on Birmingham's massive NEC? Well, in a word, no! Okay, despite the huge following Slammed UK had built up and the success of his previous Gravity events, there was still a huge element of risk involved in scaling things up to such a huge venue. However, if anybody could do it, then Jordan could and that's exactly what happened last year. He knocked it out of the park. Fast forward to 2024 and the show now takes up four massive halls at the NEC complex, plus the outside live action area. In some respects you'd think the pressure was off a bit in 2024 and Jordan could focus more on fine-tuning the show rather than panicking about whether it would actually

work at the new venue, but he assures us that's not the case: "The pressure is never off when you're trying to create the best event in the world!" We've known Jordan for over a decade now and he's always had an appreciation for the magazine and what it gives back to the scene. In a way, that's also what his events are all about - celebrating the modified scene and giving owners somewhere they can showcase their latest builds. Now, despite being a multi-marque event, the VW/Audi scene was extremely well represented as usual. It's worth noting how much the general modified car scene has improved over recent years in terms of tasteful styling. There's far less over-the-top add-ons and these Max Power-style mods being replaced with more tasteful, less-is-more touches. We don't like to keep banging on about how much the VW water-cooled

scene has influenced the other modified camps in terms of styling, but, well, it basically has. Thank the lord for Euro-look and the Cleaned movement. Moving on... Heading up the PVW display at Gravity was Dan Watt's (@danwatts18) Golf R-powered Caddy van, sporting Urban Bamboo paint (which actually scooped Best Paint in show award) and an interior to die for. Watch out for a full feature on this soon. Those that hit up our stand early were also treated to a complimentary copy of the latest issue of PVW. I know, we're good to you guys! The modified JDM scene is absolutely on fire in the UK right now and there were probably more Japanese cars on display than anything, but the show also had a little something for everybody; from modern classics, to low riders and RWB Porsches it was all there. In terms of VWs on show, there was everything from old-skool Bugs and



That's more like it - bagged more-door Mk1 on OZ splits





Not our typical taste, but Audi TT was finished to a really high standard



Matching Gravity fleet did look dramatic and make a statement



Not sure how Jordan found time - but gotta give the people what they want, right?





Splitscreen buses, right up to modern Golf Rs and Audi RSs. What was our favourite? Well, it had to be Dave's from EPS Motorsport who was displaying his recently finished Audi Quattro RS001 Group S recreation on the TurboSmart booth. This 725hp, 985kg beast is a near exact copy of the original one-of-one car Audi built for Group S, before it was sadly crushed when the series was cancelled. The car does feature a few modern upgrades on its original spec, because Dave plans to run it at the Pikes Peak hill climb next year, so it need to be able to pass modern safety test etc. Fingers crossed we can bag a full feature on this car soon.

Another highlight was getting to catch up with Craig Levens and check out his revised Candy Red Mk5 which featured in PVW 12/15. It had been off the road for the past seven years, while kids and business took over for a while. Having dug the car out, rebuilt the engine and given the wheels a ceramic polish, the car looked as fresh as ever.

Liberty Walk's one-of-one (for now) wide-body Lamborghini Countach from Japan was an absolute head turner. Would we cut up our own Lamborghini Countach (should we ever be fortunate to own one)? Probably not, but that's not really the point here is it! It was great to see so many cars making it over from mainland Europe, too. The Dutch juggernaut carrying no less than three modified cars on its flat-back was absolutely

Dan Watt's Golf R-powered Caddy on our stand won Best Paint



Above: Good 'old' Midge reppin' PVW for us. He's a good lad



ULTIMATE Stance

FEATURING THE
VIP Show Car Giveaway

PREMIUM INDOOR EVENT
FOR THE UK AND EUROPE'S
ULTIMATE STANCED CARS

27th OCTOBER
TELFORD TF3 4JH

- CLUB STANDS
- INDOOR AND OUTDOOR
SHOW & SHINE
- TRADE STANDS
- SPECIAL VEHICLE DISPLAYS
- DEMO VEHICLES
- PLUS MUCH MORE..



ADVANCED TICKETS AVAILABLE AT WWW.ULTIMATE-STANCE.CO.UK

★ PURCHASE YOUR ADVANCED VIP TICKET★

BENEFIT FROM EARLY ENTRY, DISCOUNT VOUCHERS AND A CHANCE TO WALK AWAY WITH A SHOW CAR!

INFO@ULTIMATE-STANCE.CO.UK





Custom Transporter pick-up with matching jet ski!

insane. The truck made such a statement that they didn't even make it unload the cars - they remained on its trailer all weekend. If supercars are your bag, then the show has them by the bucketload. Everything from bagged Ferrari 355s to the most extravagant Koenigsegg was on display.

The live action area outdoors played host to a number of live demonstrations including drifting and stunt driving, while inside we were treated to a bunch of freestyle BMX demonstrations.

In terms of traders, Forge Motorsport took up stand and had its Berg Cup-kitted Mk1 at the helm, while Pipercross brought along its Mk8 Golf demo, Auto Finesse its Mk1 Caddy and The Tuning Store was showing off its reworked Mk7.5 Golf. Steve Fish was offering up the chance to win his recently reworked Audi R8 V10, which we feature back in PVW 4//24 when it was purple. Other traders on display included The Tuning Store, Regal, Forge Motorsport,

Tarox, Auto Finesse, Pipercross, RamAir, Motech, Liberty Walk, BC Racing, Eibach, Wossner, Identity Wraps to name but a few. It's safe to say that you really don't know what you're going to be greeted with next at Gravity. One minute we're met by a motorbike in the back of (and powering) a JDM K-van, then there's a VW Transporter converted to a pick-up carrying a colour-coded Jetski, plus a road-legal, twin-engined go kart. If you haven't attended, then you really should next year. Jordan's already talking about expanding and taking on a fifth hall so he can display more cars. Where will it all end?

We ended by asking Jordan how does he plan to top a Liberty Walk-kitted Lamborghini Huracan: "I'm not sure, but we're working on it. Our plan for 2025 is to just get the cars out there as much as we can to promote our events throughout Europe and make the event better as a result. Oh, and finish out racer build!" No rest for the wicked, right? ■



Bike-powered JDM K-van was totally insane!



Build it and they will come, right? Liberty Walk Lambo - dope!



Despite all the madness, you can't beat a classic Bug

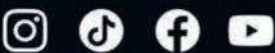




CERAMIC MADE EASY



Follow us @Meguiarsuk



Discover more at:

MEGUIARS.CO.UK

SUBSCRIBE TODAY AND SAVE UP TO 41%*



TO SUBSCRIBE :
GO TO [SHOP.KELSEY.CO.UK/PVW](https://shop.kelsey.co.uk/pvw)
OR USE THIS QR CODE TO GO DIRECTLY
TO OUR WEBSITE



TERMS & CONDITIONS: *UK DIRECT DEBIT OFFER ONLY. YOU WILL PAY £59.80 EVERY 12 MONTHS. SAVINGS ARE BASED ON THE YEARLY COVER PRICE (£5.75 PER ISSUE) PLUS POSTAGE. OFFER ENDS 31ST DECEMBER 2024. YOUR SUBSCRIPTION WILL START WITH THE NEXT AVAILABLE ISSUE, AND YOU WILL RECEIVE 12 ISSUES IN A YEAR. PRICES CORRECT AT TIME OF PRINT AND SUBJECT TO CHANGE. FOR FULL TERMS AND CONDITIONS VISIT [SHOP.KELSEY.CO.UK/TERMS](https://shop.kelsey.co.uk/terms). DATA PROTECTION: WE TAKE GREAT CARE IN HANDLING YOUR PERSONAL DETAILS AND THESE WILL ONLY EVER BE USED AS SET OUT IN OUR PRIVACY POLICY WHICH CAN BE VIEWED AT [SHOP.KELSEY.CO.UK/PRIVACY-POLICY](https://shop.kelsey.co.uk/privacy-policy). YOU MAY UNSUBSCRIBE AT ANY TIME

BACK SECTION

CONTENTS

- 072 EUROBUILD
- 078 BACK ISSUES
- 080 VAG EVENT
- 086 THE REWIND
- 088 SUBS
- 090 EVENTS
- 096 CLASSIFIEDS
- 098 NEXT MONTH

AND THERE'S MORE...





RAIN DANCE

Eurobuilt has raised tens of thousands of pounds for various charities over the years

Despite the miserable forecast, the loyal attendees still turned up in force to support Scott Herdling and his team at Eurobuilt Show & Shine back in May.

Words: Scott Herdling Photos: Zach Robert

If you build it, he will come" is famously whispered from the corn fields in the 1989 movie *Field of Dreams* and often quoted as "If you build it they will come". It is also said in New England "If you don't like the weather, wait five minutes and it will change." The weather forecast leading up to the second annual Eurobuilt Show & Shine called for rain all weekend. We built it, it rained, but they did come. The rain did not discourage some of the nicest cars in New England from converging on to the Franklin County Fairgrounds in

Greenfield, MA on May 5th for what turned out to be Eurobuilt: Rain or Shine. There were 150 cars on the show field, and many more in spectator parking that were show worthy. We are truly humbled by this community and the support they show Eurobuilt and how they step up for charity. This year Rowe Motor Oil stepped in as our Title sponsor and has made a commitment to continue to support both shows in the future. Rowe Motor Oil and all of our sponsors are vital to making Eurobuilt a success, not only for the monetary investment, but their investment in providing quality products and



Big bumper, little bumper, Golf and Jetta - Mk2 platform has got to be the most popular stateside





Scott Herdling doesn't just talk a good game...



Rain didn't dampen spirits in the slightest





Less is most definitely more in most cases. Mk3 Cab was lovely



support for the European car community. The format for Eurobuilt Show & Shine is intentionally different from the original Eurobuilt Car Show & Charity Auction that happens in late August annually for many reasons, but most importantly to give our dedicated Eurobuilt Crew the opportunity to have more time to enjoy and show off their cars as well. This show uses a Top 25 format with a couple specialty awards instead of multi placed classed judging, allowing the team to walk around, talk to people and scope out the cars. With so many nice cars, it can be difficult to choose the award winners and to mention in this article. With that being said, a few cars of

note include Ben Gonyea, (2023 Promoter's Choice award winner), and his '86 right-hand drive Golf with shaved bay and VR6 swap on ITBs. Also, Adam Haigh and his '91 Golf fitted with a supercharged VR6 and fresh purple paint. Each Spring, Peter Cottontail comes hopping down the bunny trail, so we must mention Josh Hollis and his blue Rabbit rolling on Schmidt wheels. Finally, John Belton's ever evolving Lego inspired Beetle. The two specialty awards given out annually are the Promoter's Choice and People's Choice. The Promoter's Choice award winner not only takes home a trophy and bragging rights, the car is featured on the artwork for

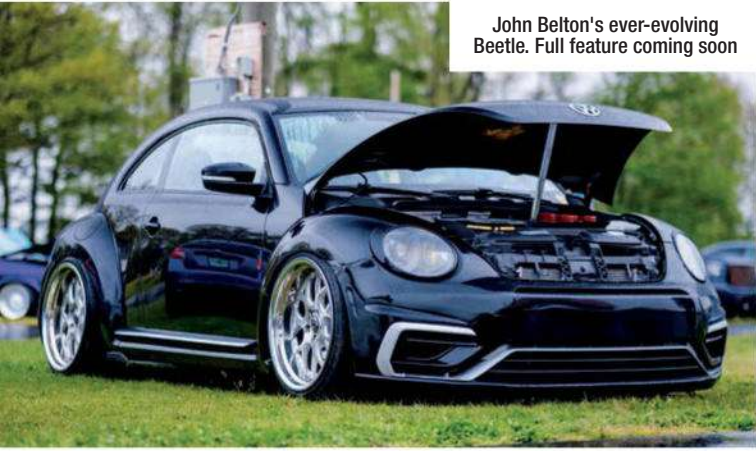
the following year's show. This year the honor went to PWV alum Nick Kramarczyk's brown MK2 Golf. Nick's car is super clean inside and out and always a fan favourite, there was no question he should be honoured with this award. The People's Choice award is all about the Eurobuilt Crew, without them the Eurobuilt shows cannot happen. The crew's cars are featured prominently, front and centre, and those in attendance get to choose their favorite. After tallying all the votes, well it was very evident without the official count, that this year's People Choice award would go to PWV alum Geoff Landstrom and his 1960 aircooled Beetle. The other special award given is "Best Ladies



Pastel Blue Mk2 had a old-skool Euro-look feel to it. We loved the colour-coded lip spoiler



John Belton's ever-evolving Beetle. Full feature coming soon





We've always loved a colour-coded four-spoke split rim

Car" presented and chosen by Women of Wolfsburg. Best Ladies Car went to none other than Rachel Levey and her white MK2 Golf. This year there was an additional "award" arranged for a special lady in the crowd, Alaina, who was called up and told to turn around, as the crowd got quiet and her boyfriend Daniel dropped to one knee and asked her to marry him. After a resounding "yes" the crowd broke into applause and cheered for them in support. We are so grateful that Daniel chose to include Eurobuilt in this important milestone and that Women of Wolfsburg were willing to help him and us pull off the surprise. Everything that Eurobuilt does is about the community and about charity. Giving back is part of who we are, it's part of our culture, it's part of our belief system. An auction was

held with some special "one off" Eurobuilt items including banners, posters and the much sought after Eurobuilt skate decks. At the crowd's request we even auctioned the sombrero off of Scott's head for \$100. "I believe that children are our future. Teach them well and let them lead the way." - Whitney Houston. One of the greatest gifts of the Eurobuilt Crew and community are the children and grandchildren that are learning by example, learning to give back, learning to think about and consider more than themselves. In the days prior to the show a couple members of the crew mentioned that their daughters Mia and Penny had been making bracelets and were hoping to sell them at the show and donate the money to charity, of course we

agreed. The girls spent the day selling and making bracelets and donating all the money to Shriners Hospitals for Children. All told, the auction and bracelet sales brought in \$1,800 and we were able to find a matching grant for a total for the day of \$3600 for Shriners Hospitals and American Heart Association. At the end of the day, despite the light rain all day, we could not have asked for a better day and are eternally grateful that so many people choose to be part of what we are building. We will forever be "The car show that gives back", but we receive so much more than we give. Mark your calendars for the 3rd Annual Eurobuilt Spring & Shine scheduled for May 4, 2025 at the Franklin County Fairgrounds in Greenfield, MA. For more information, visit Eurobuiltvt.com or follow us on Facebook and Instagram ■



Photographer Zach Robert's S4 sitting pretty on Gloss Candy Gold Rotiform.

Performance VW

PVW Social Hits 4.4 Million
Organic Audience In The
Past 14 Days!



**SOCIAL
AMPLIFICATION
PACKAGES
AVAILABLE
NOW!**



Want To Engage With Our Followers
From Our Trusted Source?

Email : @sarah@talk-media.uk
Or Call: **01732 446756**
To Find Out How

Ricci concept



AWARD WINNING INDEPENDENT SPECIALIST FOR AUDI, VW, SEAT, SKODA & PORSCHE

- REMAPPING ■ PERFORMANCE UPGRADES
- TYRES ■ SERVICING ■ MOT TESTING
- 4 WHEEL ALIGNMENT ■ AIR CONDITIONING
- DIAGNOSTIC TESTING ■ PERIODIC CHECKS
- NUMBER PLATES ■ KEY CODING
- CAMBELT CHANGE ■ BRAKE FLUID CHANGE
- HALDEX ALL WHEEL ■ DRIVE 4WD DYNO
- PARTS DEPARTMENT ■ DPF TECHNOLOGY
- DSG GEARBOX SERVICING

APR TUNING FOR
YORKSHIRE AND LINCOLNSHIRE



TEL: 01482 322446

WWW.RICCI-CONCEPT.COM

FIND US ON SOCIAL MEDIA  

Ricci Concept Motor Company
Unit 11 Hull East Yorkshire HU9 1NJ

BACK ISSUES

Complete your print collection now!



NOVEMBER 2023

Cover Story: R32-swapped Lupo
Inside: Carbon-coated B7 RS4, Swamper T6.1, Mk2 Jetta VR6, German Car Festival report



DECEMBER 2023

Cover Story: Mk1 Golf 16V
Inside: The Ultimate brake guide, Mk3 1.8T, Mk2 R32, T6.1 Swamper, ID GTI, '56 Bug



JANUARY 2024

Cover Story: Mk2 Scirocco 1.8T
Inside: Tuned 1.9 TDI Mk4 Polo, bagged Mk7 R Estate, Mk7 TDI Estate, guide to Resto Modding



FEBRUARY 2024

Cover Story: Zonker Mk2 16V
Inside: Mk4 Golf 24vT, drag RS3, 387bhp Berg Cup Mk1 4x4, Water Days show, Japan



MARCH 2024

Cover Story: 2.5T Mk7.5 R
Inside: 3.2-litre 24v Mk2, drag racing Passat duo, COTY results, plus Camshaft Tech



APRIL 2024

Cover Story: 697kg Mk1 Golf
Inside: Bagged V10 Audi R8, 500bhp AWD Mk2 Golf, Drag Split-screen, Mk2 Buying Guide



MAY 2024

Cover Story: Mk3 Golf R32
Inside: Bagged Mk4 R32, Jap-spec Mk4 Polo, slammed T5, project Caddy chassis upgrades



JUNE 2024

Cover Story: 525bhp Mk2 Golf
Inside: Static Audi TT-RS, Polo Breadvan, Project Caddy, Udderly Euro, Mk7 R guide



JULY 2024

Cover Story: 285bhp Mk1 1.8T
Inside: 900hp Audi S3, Beetle Karmann Cabrios, custom Mk6 Golf R, VolksWorld show report



AUGUST 2024

Cover Story: HPA VR550T
Inside: 1200hp 1.8T Dragster, Mk2 VR6 duo, bagged R5, Dutch Mk2 VR6T show car



SEPTEMBER 2024

Cover Story: Mk2 Golf VR6T
Inside: Bagged Mk6 Golf R, Audi S2 Coupe, 700bhp Newer Beetle, Players Classic report



OCTOBER 2024

Cover Story: Mk8 Golf R 333
Inside: Trio of B5 RS4 reports, 700hp HPA Mk4 R32, ex-Works Mk2 rally car, Cult Classic report

TO ORDER YOUR BACK ISSUES CALL
01959 543 747 TODAY!
OR VISIT shop.kelsey.co.uk/pvwissue



MODIFY. INSURE. DRIVE.

The modified scene is *our* scene. At Adrian Flux we've been insuring your tuned, tweaked and twisted builds since the 1970s. Our devotion to cars and car culture runs deep and we understand it's not always easy to find insurance that works for you. Whatever your story, whatever your style, get in touch today. We're dedicated to finding you the right modified cover at the right price. We've got this.



★ Trustpilot
Based on over 30,000 reviews
"Rated Excellent" ★★★★★

Policy benefits can include:

- ✓ Laid-up & build-up cover
- ✓ Breakdown cover
- ✓ Club member discounts
- ✓ Total Loss Protection
- ✓ Agreed value cover
- ✓ Plus much more

Call us today on 0344 728 0084



adrianflux.co.uk/modified

Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 19th Sep 2024

ADRIAN FLUX

Insurance for the individual



01792 650933

www.brentacre.co.uk



**FAMILY OWNED BUSINESS, RUN BY CAR ENTHUSIASTS WITH OVER
35 YEARS EXPERIENCE IN THE INDUSTRY**

BRENTACRE ARE AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY

THE CHOSEN ONES

When Wolfsburg launched its VAG Event back in 2008 the invite-only selection process for show cars was both new and controversial. Patryk Bielin Bieliński explains what changed for 2024!

Photos: Łukasz Elszkowski & Mariusz Lewandowski

Let's turn back the clock 16 years for a moment, shall we? It's 2008 and Przemko Brzozowski, head honcho of Wolfsburg team in Poland, came up with an idea of organising an water-cooled VW event, where literally every single car can appeal to his own personal taste. At that time, most other events were arranged so anybody who wanted to participate could - no selection, no applications, no invitations. Yes, it was that simple.

What is the norm at today's event, was a truly controversial and innovative idea back then, so you just can imagine how divided opinions accompanied after the first edition of Wolfsburg VAG Event in 2008. People were delighted, disgusted, excited, outraged and everything in between. And the rest is history, as they say. To say that this first experiment turned out to be a great success is an understatement, as it shortly blew the scene away. Barely two years later, the sleepy town of Zerkow, located in central Poland, became one of the most talked-about VW shows in Europe, attracting projects from Germany, France, Netherlands, Austria, even Finland and Spain, to name just a few.

This success was due not only to the cars themselves, but also the excellent organisation and the fact that the Wolfsburg team always developed the formula and continued to break barriers every year. From the very beginning the original idea in Przemko's head was to organise just 10 editions of VAG Event, to give people a show of the highest quality and then quit at its peak. It turned out that the demand was still so great and people were upset at the thought of it stopping, so he decided to continue the event, but in a more chilled, relaxed way, so Zerksee by Wolfsburg was



Relaxed vibe has always been key to VAG Event Poland

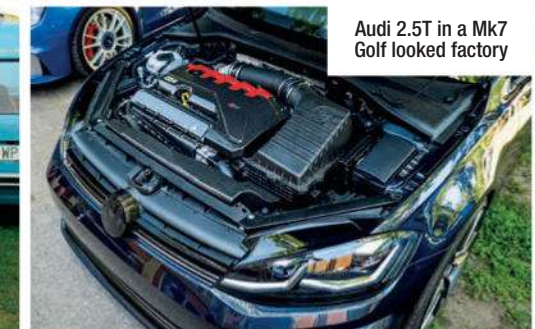


Ex-PWV Mk4 Polo 'racer' on new wheels





Audi 2.5T in a Mk7 Golf looked factory





Our favourite Mk1 of show. Needs a feature, right?

"It's almost like a cult spot to a lot of them, where it all started"

born. Unfortunately the pandemic stopped the world in its tracks, including all kind of car shows.

A new chapter began in 2024, when we (VOLXZONE team), took matters into our own hands - of course, with Przem's help. We had already become close friends for a dozen or so years and have helped with the event from 2009, so the continuation was a somewhat natural progression. Our first thought was to introduce our own event, in a new location, with a different vibe and its own rules. However, you have to understand that for hundreds of people those not-so-beautiful buildings of MCT that was home to VAG Event for so many years are more than just a place to visit. It's almost like a cult spot to them where it all started. It reminds us all of friendships made, moments experienced and for many still is the only opportunity of the year to meet friends from all over Europe. It's a family home.

So, this year's event took place on July 4-7 and gathered 350 carefully selected projects from the VAG stable. Cars arrived from Poland (obviously), Germany, Austria, Czech Republic, Lithuania and Netherlands. Apart from the obligatory VWs and Audis, there was also a solid Porsche representation, including classic

930s to two of the latest GT3 RSs. Speaking of cars, it's hard to pick just a few worth to mention, but let's try.

Thomas Owczarski brought his crazy Polo along and with its incredibly clean body, tons of chrome and carbon plated parts, it was a true star of the show (his other Polos have been featured in PVW 11/19, 12/22 and 06/24). The fact he build this car nearly 20 years ago is mind blowing!

In terms of cars built not years, but decades ago, these were one of the main themes of this year's edition. Remigiusz Woźniczka's Mk2 VR6 (PVW 9/09) is always nice to see. Szymon Krzyżowski's Mk1 Cabrio, which apart from the new paint and a set of BBS RS hoops looks just like it did in 2004, when it was the first Polish car to literally steal the show at Wörthersee. It looked like a time capsule next to Torsten Herrmann's Mk1 (also with Mk2 bumpers, Rallye Front, etc.).

Recently finished, but started in a golden era, Tadek Czaban's Mk1 (PVW 8/23) also looked at home in the old-skool section. We had arranged Mk1 and Mk2 areas, in which you could find true gems, from OEM+, to chrome-plated, carbon-coated show cars. G60s, VRTs, 16vTs, ITBs, you name it, it was all present. Between incredibly



Okay, so there's always one...



Tadek Czaban's Mk1 VR6 from PVW 8/23



Every single Bug looked absolutely on point...



Thomas Owczarski built this Polo over 20 years ago...



964, 993 and 997. Which one's missing?



Something not quite right with this Mk3



Our favourite Mk1 Jetta of all time? Yep, could well be...

Semi-space-framed Mk1 was our cuppa tea



clean Golfs, Polos and Corrados, there were also bunch of rarely seen Audis, like 100 c3, S2 and RS2 models or even a VW SP2.

Among the classics, you could spot some incredible new metal too. Examples? Wojciech Malinowski's Audi R8 with carbon bonnet and Messer wheels, Norbert Czajkowski's 1000HP Lamborghini Urus, or Polish Mk7 Golf with full TT RS technology swap. Oh and how could we forget the original Mk4 and Mk5 R32 group,

where you could see OEM examples, turbo'd cars and even a Mk4 swapped to R36 turbo. Crazy! Luckily the weather was really summery, so people could enjoy the benefits of the pool (yes, a swimming pool), interviews on stage, the evening party with DJ, or just chill with friends sipping tasty Polish beer.

So, what's next? Well, the chapter of the event under the control of Wolfsburggruppe is definitely over, but Przemko officially appointed

VOLXZONE as his successors. I can't thank my wife Daria enough for her support and patience (in the busiest moment of the event organisation our beautiful daughter was born) and my friends Łukasz Elszkowski and Marek Chmielewski for their engagement. It all wouldn't be possible without them, but with such a close-knit team we decided to continue the event for 2025: same location, old spirit, but with our own twist and some new ideas.



Germanic vibes were ever present at the show



Every where you turn there is a tasty Dub





That is one aggressive Polo Breadvan



R32 zone had R32s of all stages of tune



Who doesn't love an old-school Audi saloon?



REWIND



1 YEAR AGO

NOVEMBER 2023

It's already a year since Mark Brown's 3.2-swapped pink Lupo graced cover. Elsewhere inside we featured Kim Sandell's purple B7 RS4 which was coated with carbon fibre details, Benny Broyles' Hot Rod Jetta VR6 from across the pond and Norvan's go-anywhere Swamper. We wrapped with Alex Bough's 1972 Bug, plus event coverage from the German Car Festival, Tatton Park, Beach Dubbin' and Goodwood's Festival of Speed. Oh, and there was another update on our Race Support Caddy built with Teng Tools.



5 YEARS AGO

NOVEMBER 2019

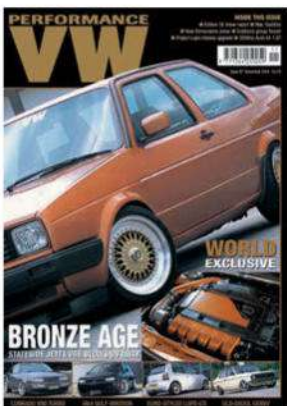
Can you believe it's been five years since this solar powered, electric Polo graced cover? Crazy! In fact, the issue had something of a bonkers theme, with Thomas Owczarski's 300bhp Polo van, Marko Vuolle's Crafter-fronted T4 pick-up and Bradley Black's VR6 turbo-powered Porsche 993 giving you just a taste of what was inside. We also bagged Austen Grice's track ready, rear wheel-drive Mk2 running a 420bhp Audi S4 inline twin-turbo V6 and Dan Emery's 1.8T-powered Mk1 Passat. What an issue!



10 YEARS AGO

NOVEMBER 2014

Ten years ago (I know, where does the time go?) we kicked the issue off with a pair of very different Polos; Mario Thau's 900bhp VRT drag racer and Will Smith's bagged and trimmed show winner (right). Inside we checked out Daniel Steel's awesome Rallye 1.8T, Wolfgang Eder's smoothed bay S4, Dan Guirey's 8vT, and Merijn Sakko's lovely Derby. Finally, we visited mega tuner Regal Autosport to see its pair of supercharged Audi R8s.



20 YEARS AGO

NOVEMBER 2004

Twenty years ago we gave the front cover slot to the late, great Jeff Bynum and his lovely 'charged VR-powered Mk2 Jetta coupe. Inside the mag we checked out Sasha Blesser's Corrado VRT, got 11 cars together from the Dubforce.net forums for a thrash and got acquainted with a pair of UK Lupos. Later on, we met with a certain Mr. Gary Brant and his Mk4 Golf, checked out Tom Cartentadt's Derby and got a few show reports in too.



We may not have always been so finely polished, but we've always been at the forefront of the modded dub scene. Ah the good ol' days...

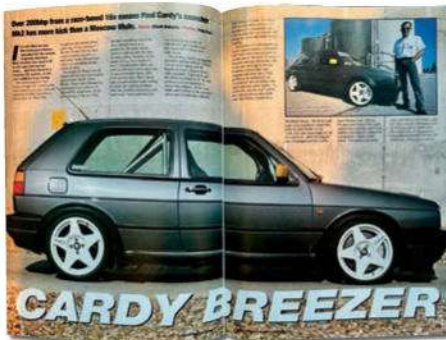


25 YEARS AGO

NOVEMBER 1999

Back in 1999 the cover slot went to Andrew Finch and his incredible Mk2 VR6, a car with a decent amount of custom bodywork touches and a roaring VR up front.

Elsewhere, we checked out Seidel Tuning's out-there Mk4, Paul Cardy's awesome track-prepped throttle-bodied Mk2 and R&A Design's latest Mk3 Golf demo before heading over to the US to bag Chris Jacovini's VW Sport-kitted Mk3. Finally, we checked out SBG Sport's Bora and headed up North to visit VW scene legends Dubsport.



HOW TO ORDER:

Offer code:
PVW2024P

- UK – 1 year (12 issues) for £59.80 – saving 41%* a year
- UK – 1 year (12 issues by cheque or debit/credit card at £63.54 – saving 38% a year

For international offers, please visit:
shop.kelsey.co.uk/PVW

YOUR DETAILS

Mr/Mrs/Miss/Ms Forename _____
Surname _____
Address _____

Postcode/Zip code _____
Country _____ Mobile _____
Email _____

IF DELIVERY ADDRESS IS DIFFERENT, COMPLETE BELOW

Mr/Mrs/Miss/Ms Forename _____
Surname _____
Address _____

Postcode/Zip code _____
Country _____ Mobile _____
Email _____

We may wish to contact you regarding our special offers that we believe would be relevant to you. Please tick the boxes below to tell us all the ways you would prefer to hear from us. Email Post Phone Text message. We will not pass your details on to third party companies.

Direct Debit

I wish to subscribe by Direct Debit payments of £59.80 every 12 months. I understand that my subscription will continue at the same rate, with payments taken every 12 months – unless I write to tell you otherwise.

Instruction to your Bank or Building Society to pay by Direct Debit

Name of Bank _____
Address _____

Postcode _____
Account Name _____
Sort code Acc. no
Signature _____ Date _____

Originator's ID number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd and, if so, details will be passed electronically to my Bank or Building Society.

Debit/credit card

UK – 1 year (12 issues) at £63.54

Please debit my: Visa Visa Debit Mastercard

Card no / /

Security no Valid from / Expiry date /

Signature _____ Date _____

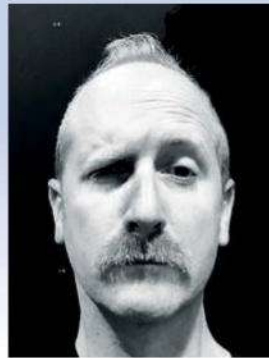
Cheque

I enclose a cheque for £63.54 made payable to Kelsey Publishing Limited (must be from a UK bank account. Please write your name and address on the back of the cheque).

(UK ONLY) PLEASE SEND COMPLETED FORM TO:

FREEPOST KELSEY MEDIA

Terms & Conditions: *UK Direct Debit offer only. You will pay £59.80 every 12 months. Savings are based on the yearly cover price (£5.75 per issue) plus postage. Offer ends 30th November 2024. Your subscription will start with the next available issue, and you will receive 12 issues in a year. Prices correct at time of print and subject to change. For full terms and conditions visit shop.kelsey.co.uk/terms. Data protection: We take great care in handling your personal details and these will only ever be used as set out in our privacy policy which can be viewed at shop.kelsey.co.uk/privacy-policy. You may unsubscribe at any time



Why waste time - and fuel - driving to the shop when you can sign up for a year's subscription to Performance VW and have the latest issue delivered to your doorstep - saving money in the process?

Join the Performance VW family and you'll be part of the ever-growing community who love everything to do with Wolfsburg's finest. Whether you're after exclusive stories on the world's fastest VAG metal, or simply want inspiration from the quirkiest daily drivers, then there is only one place to be. Guarantee your copy 12 times a year with a subscription to PVW and have each issue delivered in a plastic-free, recyclable, biodegradable, carbon-balanced paper envelope – while saving 41% on the yearly subscription price with this great offer. Do it!

Elliott Roberts,
Editor

REASONS TO SUBSCRIBE

- Save 41%* on the yearly subscription price
- Enjoy one whole year of Performance VW
- Get each issue delivered directly to your door in 100% plastic-free packaging
- Save on the shop price
- Never miss an issue of your must-have magazine

THE WORLD'S BEST LOVED MAGAZINE FOR THE MODIFIED VOLKSWAGEN SCENE



SAVE 41%

ON YOUR
Performance
VW
SUBSCRIPTION

**SUBSCRIBE
TODAY**



SCAN ME

EASY WAYS TO SUBSCRIBE

1. Go to shop.kelsey.co.uk/PVW2024P
2. Call us 01959 543747** (quote PVW2024P)
3. Use this QR code to go directly to our website
4. Complete the freepost postal coupon

**Lines open Monday-Friday, 8:30am-5:30pm. Calls charged at your standard network rate

EVENTS **DIARY** 2024



Check details before attending
as they are subject to change



Got an event?
Let us know! Email us at:
pvw.ed@kelsey.co.uk
with the date, location and
website and we'll get it
on these pages!

OCTOBER

13th
WATERDAYS
Nagano Prefecture, Japan
[@_waterdays](#)

19th
DUBS AT THE GAP
Rocky Gap State Park, USA
[dubsatthegap.com](#)

27th
ULTIMATE STANCE
Telford International Centre
[ultimate-stance.co.uk](#)

NOVEMBER

5th
BIG SOCAL EURO
Irwindale Speedway, CA, USA
[big-euro.com](#)

5-8th
SEMA SHOW
Las Vegas Convention Center
[semashow.com](#)

SPECIALIST

GET LISTED! FOR ONLY £25 a month
your business could be listed in this section!
Contact sarah@talk-media.uk

AMD TUNING

Unit 6, Cliffside Trade Park, Motherwell Way, West Thurrock, Essex, RM20 3LE
Tel: 01708 861827

Web: www.amdessex.com

VAG tuner, performance parts, styling, fitting, servicing, rolling road, software specialist

APR MOTORSPORT

Awesome GTI,
Unit 1 Siemens Road, Manchester, M44 5AH

Tel: 0333 240 6823

Web: www.goapr.co.uk

VW Group OE supplier and motorsport company that develops and distributes VAG and Porsche ECU upgrades for petrol and diesel engines. Turbo, exhaust, intercooler, brake and fuel pump upgrades through its UK European HQ

AUTOGLYM

Letchworth, Herts

Tel: 0845 130 4536

Web: www.auto glym.com

Car cleaning products, car care products, car valeting, car detailing

AUTOLOGIC

Autologic House, London Road, Wheatley, Oxon, OX33 1JH
Tel: 0845 338 1992

Email: info@diagnos.co.uk

Web: www.diagnos.co.uk

Independent vehicle diagnostics

AUTOPART WHEEL AND TYRE

Prestige House, Sopwith Crescent, Wickford, Essex, SS11 8YU
Tel: 01268 560126

Email: sales@autopartuk.com

Web: www.autopartuk.com

Supplier of trade alloy wheels

AUTOTECH SPORT TUNING

29 Journey, Aliso Viejo, CA 92656, USA

Tel: +1 (949) 362 8700

Email: sales@autotech.com

Web: www.autotech.com

VW performance and OEM parts

AWESOME

Unit 1, Siemens Road, North Bank Business Park, Irlam, Manchester, M44 5AH

Tel: 0161 776 0777

Web: www.awesomegti.com

VAG servicing, ECU upgrades performance parts styling, diagnostics, rolling road

BAHN BRENNER MOTORSPORT

17239 Tye ST SE, Ste D, Monroe, WA 98272, USA

Tel: +1 (541) 388 1202

Web: www.bahnbrenner.com

VW/Audi parts and specialist in forced induction

BLACK FOREST IND

1000 E Chatham St, Cary, NC 27511 USA

Email: sales@blackforestindustries.com

Web: www.blackforestindustries.com
Established in 2001 and producing bespoke aftermarket VW/Audi products

BM TOWN

Liverpool **Tel:** 0151 548 8565

Email: bm town@aol.com

Web: www.bm-town.com

Audi parts and accessories specialist

BRANDZ

1522 Pershore Road, Birmingham, B30 2NW

Tel: 0845 180 1245

Email: sales@brandz.co

Web: www.brandz.co

Graphic wraps, colour changes

CAR AUDIO SECURITY

Bilton Way, Hayes, Middlesex, UB3 3NF

Tel: 020 8561 9485

Email: support@caraudiosecurity.com

Web: www.caraudiosecurity.com

Car audio supplier, distributor of Rotiform and Air Lift Performance products

CHESHIRE AUTOBODY

Unit A, Longridge Trading Estate, Moberley Road, Knutsford, Cheshire, WA16 8PR

Tel: 01565 652817

Email: andrew@cheshireautobody.co.uk

Web: www.cheshireautobody.co.uk

Accident repairs, bodystyling and modification, custom paint

CTS TURBO

19720 91A Ave, Langley, British Columbia

Email: sales@ctsturbo.com

Web: www.ctsturbo.com

Industry leading performance parts manufacturer

CUSTOM-CODE

Whitting Valley Road Old Whittington, Chesterfield Derbyshire, S41 9EY

Tel: 01246 455 004

Web: www.custom-code.co.uk

Chip tuning/remapping specialist

DC CUSTOMS

Unit 12B Central Park Ind Est, Halesowen Road, Netherton Dudley, West Midlands, DY2 9NW

Tel: 01384 636459

Web: www.dccustoms.co.uk

Custom and standard paint and body work, custom fabrication, mechanics and restoration

DEMON TWEAKS

75 Ash Road, South Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG

Tel: 01978 664555

Web: www.demon-tweaks.com

Performance and tuning equipment plus motorsport supplies and spares

DPM PERFORMANCE

Oakwell Court, Newcastle Upon Tyne, NE17 7BD

Tel: 01207 561606

Web: www.dpmperformance.co.uk

Email: damian@dpmperformance.co.uk

VAG specialist

DUBZ-BY-DAN

Gould Farm, Duckend Green, Rayne, Essex, CM77 6DF

Tel: 07939 305341

Web: www.dubz-by-dan.co.uk

Specialist in bodywork, custom fabrication, general mechanics and Mk4 chassis chops

ELITE DIRECT

136/138 New Road, Rainham, Essex, RM13 8DE

Tel: 01780 525577

Web: www.elitedirect.com

Tyres, wheels, suspension, exhausts, brakes

EURO CAR PARTS

Fulton Road, Wembley Ind Est, Wembley Middlesex, HA9 0TF

Tel: 0208 956 5049

Web: www.eurocarparts.com

Tyres, wheels, suspension, exhausts, brakes

EUROTEK

Unit 1-187, Parchmore Road, Thornton Heath, Surrey, CR7 8HD

Tel: 0208 771 9878

Email: sales@eurotek-online.com

Web: www.eurotek-online.com

Exclusive UK importer for Stroeve Motorsport and DSP

FORGE MOTORSPORT

1A, Ashville Trading Estate, Bristol, Gloucester, GL2 5EU

Tel: 01452 380999

Web: www.forgemotorsport.com

Alloy parts and tuning accessories

GOBLIN AUTOMOTIVE

Northfield Business Park, Lower Dicker, East Sussex, BN27 4BZ

Tel: 01825 840713

Email: enquiries@goblinautomotive.co.uk

Web: www.goblinautomotive.co.uk

Engine conversions, performance & tuning, diagnostics, minor and major repairs

GSF CAR PARTS

Units 21-27, The Fort Industrial Park, Dunlop Way, Birmingham, B35 7AR

Tel: 0121 626 7981

Web: www.gsfcarparts.com

Mail order parts and styling

INTEGRATED ENGINEERING

Salt Lake City, UT, 84115, USA

Tel: +1 (801) 484 2021

Web: www.intengineering.com

Con rod, engine component specialist

JBS AUTO DESIGN

Whitting Valley Road, Chesterfield, Derbyshire, S41 9EY

Tel: 01246 455005

Web: www.jbsautodesigns.co.uk

Big turbo specialist, VAG servicing diagnostics, online shop, Custom Code

JETEX EXHAUSTS

Unit 25, The Waterways, Stratford-Upon-Avon, Warwickshire, CV37 0AW

Tel: 01789 298989

Web: www.jetex.co.uk

Exhaust systems

KW AUTOMOTIVE

Tel: 0870 990 7536

Email: info@kwautomotive.co.uk

Web: www.kwautomotive.co.uk

Suspension supplier

LK PERFORMANCE

Spenceck Business Park Cleckheaton, BD19 4EW **Tel:** 01274 936040

Email: wheels@lkperformance.co.uk

Web: www.lkperformance.co.uk

Wheels, tyres, tuning, suspension accessories, hardware and more

V-MAXX AUTOSPORT

Unit 11, Twigden Barns, Brixworth Road, Creaton, Northampton, NN6 8NN

Tel: 0845 060 3020

Web: www.v-maxx.co.uk

Sports suspension

MEGUIAR'S

3 Lamport Court, Heartlands, Daventry, Northants, NN11 8UF

Tel: 0870 241 6696

Web: www.meguiars.co.uk

Automotive surface care products

MILLTEK SPORT

Units 1-3, Belfield Industrial Estate, Ilkeston, Derbyshire

Tel: 0845 200 8150

Email: info@millteksport.com

Web: www.millteksport.com

Performance exhausts

MJ INTERIORS

Unit 2, Brewery Works, Powell Road, Shipley, West Yorkshire, BD18 1BD

Tel: 01274 533370

Web: www.mjinteriors.co.uk

Custom leather interior retrimming

MK2 SPARES UK

Unit 23, Marriott Way, NR24 2BT

Tel: 07917 400498

Facebook: [Mk2SparesUK](https://www.facebook.com/Mk2SparesUK)

Web: www.mk2sparesuk.business.site

USA-based import/exporter of European and US-spec VAG parts

MOUNTUNE52

Prospect House, Prospect Way, Hutton, Essex, CM13 1XA

Tel: 01277 226666

Web: www.mountune52.com

VW/Audi performance hardware and software

MT RE-FINISHING BODYSHOP

Unit 4, 755 Thornton Road, Bradford, West Yorkshire, BD13 3NW

Tel: 01274 834222 or 07989 354730

Specialist in custom paint, cars and vans, accident and repair

NEUSPEED

3300 Corte Malpaso, Camarillo, CA 93012

Email: info@neuspeed.com

Web: www.neuspeed.com

Providing the best, highest quality performance parts since 1975

NEWTON COMMERCIAL

Eastland's Industrial Estate, Leiston, Suffolk, IP16 4LL

Tel: 01728 832880

Web: www.newtoncomm.co.uk

Original Mk1 & Mk2 Golf interiors. Mail order

NOTHING LEAVES STOCK

5780 Main Street, Center Valley, PA 18034, USA

Tel: +1 (610) 282 5487

Web: www.nothingleavesstock.com

NS TUNING

Suite 7, Gable House, 239 Regents Park Road, Finchley, London, N3 3LF

Email: sales@nstuning.com

Web: www.nstuning.com

Supercharging and performance tuning

ONLY CHARGED DUBS

Unit 2B Railway Court, Sandal Stones Road, Kirk Sandall Ind. Est, Doncaster, DN3 1QR

Tel: 01302 885310

Email: sales@onlychargeddubs.co.uk

G60/G40 specialist, VAG specialist, air-ride/boot installs, engine conversions

THE CHRISTMAS GIFT THAT LASTS ALL YEAR!

Buy a magazine subscription for someone special



A magazine subscription is the perfect gift:

- Personal, thoughtful and fuels their passion
- Provides enjoyment all year round
- And saves you money on the shop price!

GIFT SUBSCRIPTIONS FROM **£15.99**

OVER 45 TITLES TO CHOOSE FROM
VISIT **SHOP.KELSEY.CO.UK/XMAS24**
OR CALL **01959 543 747** AND QUOTE 'XMAS24'



Lines are open Mon-Fri 8.30am to 5.30pm. Calls are charged at your standard network rate UK customers only. Offers end 31st January 2025



PLUS! Annuals, Books, Calendars, Event tickets, Clothing & Merchandise at **shop.kelsey.co.uk/stocking**

SPECIALIST

GET LISTED! FOR ONLY £25 a month
your business could be listed in this section!
Contact sarah@talk-media.uk

PIPERCROSS

Web: www.pipercross.net
Tel: 01604 707750
UK manufacturer of high performance air filters and air intakes

PSI TUNING

Unit 5, Wippeny Road Parkhouse Ind. Est. East, Newcastle-under-Lyme, Staffordshire, ST5 7RH
Email: info@psituning.com
Web: www.psituning.com
Engine tuning, bespoke engine conversions, custom fabricated parts, ECU upgrades

REVO DEVELOPMENTS

37 Lanchester Way, Royal Oak Ind. Estate, Daventry, Northants, NN11 8PH
Tel: 01327 301901 (UK)
Tel: +1 (770) 271 4726 (USA)
Web: www.onlyrevo.com
Performance software specialist, software tuning, & service centre

REVO PERFORMANCE CENTRE

37 Lanchester Way, Royal Oak Ind. Estate, Daventry, Northants, NN11 8PH
Tel: 01327 308188
Email: performancecentre@revotechnik.com
Web: www.revoperformancecentre.com
Fitting shop for Revo and other products

REGAL AUTOSPORT

72-82 Belgrave Road, Southampton, SO17 3AN
Tel: 02380 558636
Email: sales@regal-auto.co.uk
Web: www.regal-auto.co.uk
Performance tuning, servicing and MoT centre

RESTOR-A-BLAST LTD

Unit 6 Hyde farm, Hyde lane, Hemel Hempstead, Herts, HP3 8SA
Tel: 0783 0072635
Dustless blasting system for removal of paint, rust, under seal etc

RICCI CONCEPT

Unit 11, South Orbital Trading Estate, Hull, HU9 1NJ
Tel: 01482 322446
Email: enquiries@ricci-concept.com
Web: www.ricci-concept.com
VAG performance mods and engine building, remapping and servicing

RIMSTYLE

Units 16-17, Connect 10, Foster Road Ashford, Kent, TN24 0FE
Tel: 01474 814469
Web: www.rimstyle.com
Automotive styling and tuning

SD AUTOTECH

Unit 51c, Hobbs Industrial Estate, Newchapel, Surrey, RH7 6HN
Tel: 01342 837083
Web: www.sdautotech.co.uk
Fabrication, engine tuning, conversions and mapping, parts restoration, polishing, plating and coating services available

STEVENS VOLKSWAGEN

DISMANTLERS
Drakes Lane Industrial Estate, Chelmsford, Essex, CM3 3BE
Tel: 01245 362020
Email: info@vws.me.uk
Web: www.vws.me.uk
VW spare parts and vehicle breaking, specialist vehicles bought and sold

STUDIO INCAR

Sheardley Lane, Drotford, Hamps, SO32 3QY
Tel: 01489 877987
Web: www.studioincar.com
ICE specialist and full car signature builds

SWG MOTORSPORT

Old Engine House, Dolcoath Camborne, Cornwall, TR14 8RR
Tel: 01209 613033
Web: www.swgmotorsport.com
Exclusive automotive styling

SWT

Britannia Way, Clevedon, North Somerset BS21 6QH
Tel: 0870 428 5050
Web: www.wheelsworldwide.co.uk
Alloy wheel specialist

THE ENGINE SHOP

Unit 2A, Darenth Works, Ray Lamb Way, Erith, Kent, DA8 2LA
Tel: 01322 350022
Email: info@theengineshop.info
Web: www.theengineshop.info

THE PAINTBOX

Rayne Croft Farm, Colchester Road, Coggeshall, Essex, CO6 1RP
Web: www.thepaintbox.co.uk
Tel: 01376 563859
Email: info@thepaintbox.co.uk
25 years of custom paint and bodywork. Straight paint and insurance work

THE PHIRM

Unit 2, White Hart Industrial Estate, London Road, Blackwater, Surrey, GU17 9AD
Tel: 08454 505760
Email: boss@thephirm.co.uk
Web: www.thephirm.co.uk
Engine tuning, conversions, servicing

TH PERFORMANCE

Pendle Performance main agent, 17 Bridge Industries, Broadcut Wallington, Hampshire, PO16 8SX
Tel: 02392287127 or 07765918384
Email: thperformanceltd@gmail.com
Web: www.thperformance.co.uk
Remapping specialist, servicing, MoTs, TDI conversions, diagnostics, dealer for Forge Motorsports, Wolfraze Wheels, PPTuning and Milltek exhaust systems. Discounts for forum/club members. The south coast's leading T4, T5 and Caddy tuning specialist

TOYO TIRES

Toyo House, Shipton Way, Rushden, Northants, NN10 6GL
Tel: 01933 411144
Web: www.toyo.co.uk
World-beating tyres - world-leading brand

TUNINGWERKES

40 Haling Road, South Croydon, Surrey, CR2 6HS
Tel: 020 8681 0208
Email: enquiries@tuningwerkes.com
Web: www.tuningwerkes.com
Cult society and DSP importer

TUXAUTO

Unit B3, Spen Beck Business Park, Cleckheaton, BD19 4EW
Tel: 01274 864457
Email: enquiries@tuxauto.com
Web: www.tuxauto.com
Wheels, Armytrix packages, interior and exterior styling products

UROTUNING

9836 Currie Davis Dr, Tampa, FL 33619
Tel: (813) 444-7021
Email: sales@urotuning.com
Web: www.urotuning.com
Performance and OEM parts for VW/Audi/BMW/MINI/Porsche

VAGNOSTICS LTD

Unit 4A, Roxby Road Ind. Estate, Winterton, North Lincolnshire, DN15 9SU
Tel: 01724 854769
Email: sales@vagnostics.co.uk
Web: www.vagnostics.vo.uk
Servicing/repairs, retrofitting (cruise control, multi-function etc), VW T5 tailgate conversions, Pendle Performance agent

VARA TECHNIK

Spelthorne Lane, Ashford, Middlesex, TW15 1UX
Tel: 01784 557010 or 07985 423810
Web: www.varatechnik.com
VAG restoration, modification, servicing, repairs and engineering

VENOM MOTORSPORT

Unit 1, Clarendon Garage, Church Street, Ribchester, Lancs, PR3 3YE
Tel: 01254 820006
Web: www.venommotorsport.com or www.stanceplus.com

VOLKS BITS

800 Pershore Road, Selly Park, Birmingham, B29 7NG
Tel: 0121 472 4285
Hotline: 0870 5143 397
VW styling products

VOLKSMINE

Unit 1, Crusader Works, Elder Road, Burslem, Stoke-on-Trent, ST6 2HD
Tel: 01782 833585
Email: sales@volksmine.co.uk
Web: www.volksmine.co.uk
Quality new and used VW parts

HERITAGE PARTS CENTRE

47 Dolphin Road, Shoreham-By-Sea, West Sussex, BN43 6PB
Tel: 01273 444000
Email: esales@vwheritage.com
Mk1, Mk2, Scirocco, T4 and everything air-cooled parts specialist

VWS

111c Fulham Palace Road, Hammersmith, London, W6 8JA
Tel: 020 8735 9996
Web: www.vw-s.co.uk
VW/Audi specialist, parts, servicing

VW 2000

1 Mill Close, Peakirk, Peterborough, PE6 7PA
Tel: 01733 253362
VW breakers, old and new models

WHEEL POWER

Unit 2, Magdalene Road, Torquay, Devon, TQ1 4AF
Tel: 01803 293139
Web: www.wheel-power.co.uk
Alloy wheels bought, sold and exchanged, Eurostyles wheel specialist

YOUNGS GARAGE

Unit 1, Gasoline Alley, London Road, Wrotham, Sevenoaks, Kent, TN15 7RR
Tel: 01732 887000
Web: www.youngsgarage.biz
VW, Audi, SEAT and Skoda service and repairs

XTREME TUNING

Nieuweweg 11, 2685 AP Poeldijk, Holland
Tel: +31 (0) 174 246482
Email: info@xtreme-tuning.nl
VAG tuning, conversions, servicing

INSURANCE

ADMIRAL

Tel: 0800 052 4448
Web: www.admiral.com

ADRIAN FLUX

Tel: 0800 505 3000
Web: www.adrianflux.co.uk/pww

BARRY GRANGER

5 Chapman Way, Tunbridge Wells
Tel: 0800 781 9559
Web: www.barrygranger.co.uk

BRENTACRE

Tel: 01792 650933
Web: www.brentacre.co.uk

DIRECT LINE

Tel: 0845 246 9045
Web: www.directline.com

ELEPHANT

Web: www.elephant.co.uk

GREENLIGHT

Web: www.greenlightinsurance.com

HERTS INSURANCE

2 The Causeway, Bishop's Stortford, Hertfordshire, CM23 2EJ
Tel: 08448 884888
Web: www.hertsinsurance.com

INSURANCE FACTORY

Markerstudy House, 108-112 Main Road, Sundridge, Kent, TN14 6ES
Tel: 0800 440 2024
Web: www.insurancefactory.co.uk/car

NEED VW QUOTE

Tel: 0844 557 3054
Web: www.needvwquote.co.uk

SKY INSURANCE

56 Southberry Rd, Enfield, Middlesex
Tel: 03303 331250
Web: www.skyinsurance.co.uk

A MERRY MOTORING CHRISTMAS

Rev up your style or spoil a fellow petrolhead this Christmas with our branded motoring merchandise, special editions, guides, binders and more.



SHOP MOTORING GIFTS
GO TO [SHOP.KELSEY.CO.UK/XMAS24-MOTOR](https://shop.kelsey.co.uk/xmas24-motor)
SCAN THE QR CODE AND GO DIRECTLY



CALL 01959 543 747 AND QUOTE 'XMAS24-MOTOR'

SHOP ALL OTHER CHRISTMAS GIFTS
[SHOP.KELSEY.CO.UK/XMAS24-GIFTS](https://shop.kelsey.co.uk/xmas24-gifts) OR **SCAN ME**

MAGAZINES | ANNUALS | BOOKS | CLOTHING & MERCHANDISE | CALENDARS | EVENT TICKETS



TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS



VOLKSWAGEN GOLF



£1,295. Karmann Auto 2 litre petrol T-1999, Arctic Silver MOT 20th Feb 2025, at 106k, 8 services, new shocks, discs, pads, bearings, 2 tyres, can deliver. Please call 07793 057069, South West.

124265

VOLKSWAGEN 1.8L ESTATE



1996, £1000. Passat. One previous owner, full service history 128k. P.A.S. Central locking s/roof, Ziebart rustproofed. Lovely condition, ideal classic starter. M.O.T. April. Please call 07748555869, Yorkshire and the Humber.

124047

VOLKSWAGEN TIGUAN



2008, £2,850. 6-speed T.D.i diesel manual 2 litre, 114000, MOT 30th May 25, no accidents, climate control, 4 good tyres, touchscreen radio, absolutely stunning, garaged, could deliver. Please call 07895675851, South West.

123700

VOLKSWAGEN CAMPERVAN



2006, 140 miles, £8,000. Vw lt35 campervan. Campervan on v5. Cheap insurance. Please call 07783146319, North East.

124091

VW



1984, 78000 miles, £3,500. LT 35 2.5 6 cylinder petrol. Alloy drop side. Would exchange with cash adjustment for 1940s/1950s lorry. Please call 07933319677, North West.

123777

VOLKSWAGEN CAMPERVAN



2019, 29000 miles, £43,000. Hi specification VW T6 Transporter Camper. Lovely black edition exterior with 20" Gold low profile rims, Bilstein coilovers, Led Headlamps, Black lower splitter, Red pop up roof with solar panels, front and rear cameras and personalised number. Interior fitted out with Evo design furniture, Evolution 2 rock and roll bed, top load large fridge, twin burner hob and sink, diesel central heating, led 12 volt spots, led 19" tv, twin spin front passenger seats, very clean inside and out. Many extras included in sale Cayman combo air awning, side canopy and more. Please call 07751720695, Scotland.

124439

Insurance for your VW

Call **0344 728 0084** or visit adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority



ADRIAN FLUX

Insurance for the individual



VOLKSWAGEN CAMPERVAN



1975, £23,000. T2 Bay Camper. Tax exempt, recent full restoration, receipts available. Same owner for 24 years. Genuine reason for sale, due to wife's ill health. Insured for £28,000 would accept £23,000. Located in Somerset. Please call 07305316953, South West.

123113

VOLKSWAGEN SPLITSCREEN CAMPER



1974, 53500 miles, £20,000. South African (right handed) fleetline. Imported in 1995. New safari windows installed. Brand new 1641 engine installed in 2012 along with new clutch, new polished crankshaft pulley, oil filler aluminium with billet screw cap angled, new alternator, CSP 14 inch front disc brakes. Creative engineering rack and pinion steering. Leisure battery in the interior. 240 hook up. Progressive Webber and full service. Comes with awning, fridge and small cooker. Lots of extras to come with the van. Please call 07794397638, South West.

123309

VOLKSWAGEN TRANSPORTER T6



2017, 77000 miles, £34,000. VW T6 Transporter campervan highline spec 2.0 BMT. Just had full MOT and service. Skyline pop-top scenic roof, M1 spec rock/roll bed, M1 spec double swivel front seat. Altro flooring and kitchen cupboards, 240 volt hookup. Brand new Fiammi f45s windout awning. 12 v fridge. Duvalay pop-top mattress inc. many extras. Private VW number plate included. Please call 07581387277, East Midlands.

124372

VOLKSWAGEN TRANSPORTER T6



2019, 51000 miles, £31,000. Kombi (2019/19) Factory Kombi T30 Highline- Indium Grey. 1 previous owner, current mileage 50,798, full VW main dealer service history, 7 speed DSG, Apple car play, Android Auto, front and rear parking sensors, reversing colour camera, 2 keys, MOT until 27/6/2025 (No advisories) DSG oil changed at 39695 miles, front discs and pads changed at 47010 miles. Cam belt / water pump belt changed at 47528 miles. Brake fluid changed at last service at 50657 miles. Lots of paperwork, old MOTs etc. Owner's manual in leather wallet. Please call 07518808653, East of England.

123821

VOLKSWAGEN TRANSPORTER



2002, 156975 miles, £5,995. May 2002 Transporter T4 888 Special 5 cylinder 2.5 TDI diesel. Mot'd until 25 April 2025. All new brake pipes. New Glow -plugs. 2 owners from new. With current owner since 2006. For further information please contact the seller priced at 6525.00 O V N O. Please call 07764789868, East Midlands.

123981

VOLKSWAGEN TRANSPORTER T6



2017, 83000 miles, £35,000. 17 plate Transporter T6 DSG LWB 204. Stage 1 Remap 245bhp, DSG Remap, Solow Air Suspension 3H self levelling management, One off Navis GP7 Wheels. Electric twin sliding doors, tailgate, leather seats, sound deadened, carpeted panels, heated front seats, heated windscreen, front and rear dash cam, Alpine front speakers. 11 months warranty, fresh service. Bed with 2 HD drawers in the back. THQ v3 Led Headlights, sequential T6.1 rear lights. Removable towbar. MOT until December. Please call 07710576823, South East.

123305

VOLKSWAGEN BEETLE PAIR OF DOORS AND OTHER PARTS

1954, POA. Pair of doors from 1954 VW Beetle plus other parts. Please call 07386720552, North East.

124575

TO ADVERTISE VISIT: WWW.MOTORFREEADS.CO.UK



THE WORLD'S BEST LOVED VW TUNING

Performance VW MAGAZINE

Established 1996

Shaven!

Cleaned US Mk6 makes its long-awaited PVW debut & doesn't disappoint!



PERIOD PERFECT?

BBS-kitted Mk2 gets all the best period correct parts, plus a couple of essential new-wave mods

**MORE
FEATURE
CARS!!**



- What's in your Garage?
- Guest Columnists
- Pull-out poster
- Readers' Rides
- Show reports
- The Rewind



STATIC 2k CADDY

Still Static's Caddy van gets lowered the correct way. Find out how...



BAGGED TIGUAN

Could this be the ultimate modified shopping hauler? Er, we're gonna say yes!

PLUS

- Latest new products
- Pull-out poster
- Specialist
- Show reports
- Events Diary
- Rewind
- Classifieds

Don't miss it!

To Subscribe visit here:
shop.kelsey.co.uk/pvw

NEXT MONTH

November issue
on sale
8th November

BILSTEIN®
EVO S



Better performance and a more satisfying driving experience than factory suspension systems thanks to double-tested damper settings - in **BILSTEIN driving tests and lab simulations**



Lower your ride height perfectly¹:
flexibly and individually - with threads to spare and a technical component report



Damper settings for **sporty handling** you can feel in any situation

YOUR LIFE.

YOUR SUSPENSION.

Our **BILSTEIN EVO S** for your **VW Golf 8**.

Performance is your lifestyle and your **VW Golf 8** is your way of expressing it. Our **BILSTEIN EVO S** street performance suspension not only gives you the stance you want, they also give you dynamic and sporty handling qualities - perfect for your everyday life and exactly your style.

DRIVE THE LEGEND.

performance.bilstein.com



¹VW Golf 8: 5 to 40mm lowering (depending on axle and motorization)

street comfort

COILOVER SUSPENSIONS

V3

Invisible – but you **feel it!**

Check out
the video
of the new
KW V3
Leveling.



The **KW V3 Leveling Suspension kits** are designed for drivers looking to benefit from the dynamic performance and comfort improvements that KW is known for, but without excessive lowering from the OEM ride height!



street comfort

street performance

track performance

FOR EVERY DEMAND THE PERFECT SUSPENSION

KW automotive UK Ltd
Phone: 01634 255506
eMail: info@KWautomotive.co.uk

also for you – guaranteed!



www.KWsuspensions.co.uk