

# GOLF Xtreme

**WELSH DYNOS**

*Get ready to rumble*

**MENTAL MIKE**

*It's got a turbo*

**SUSPENSION**

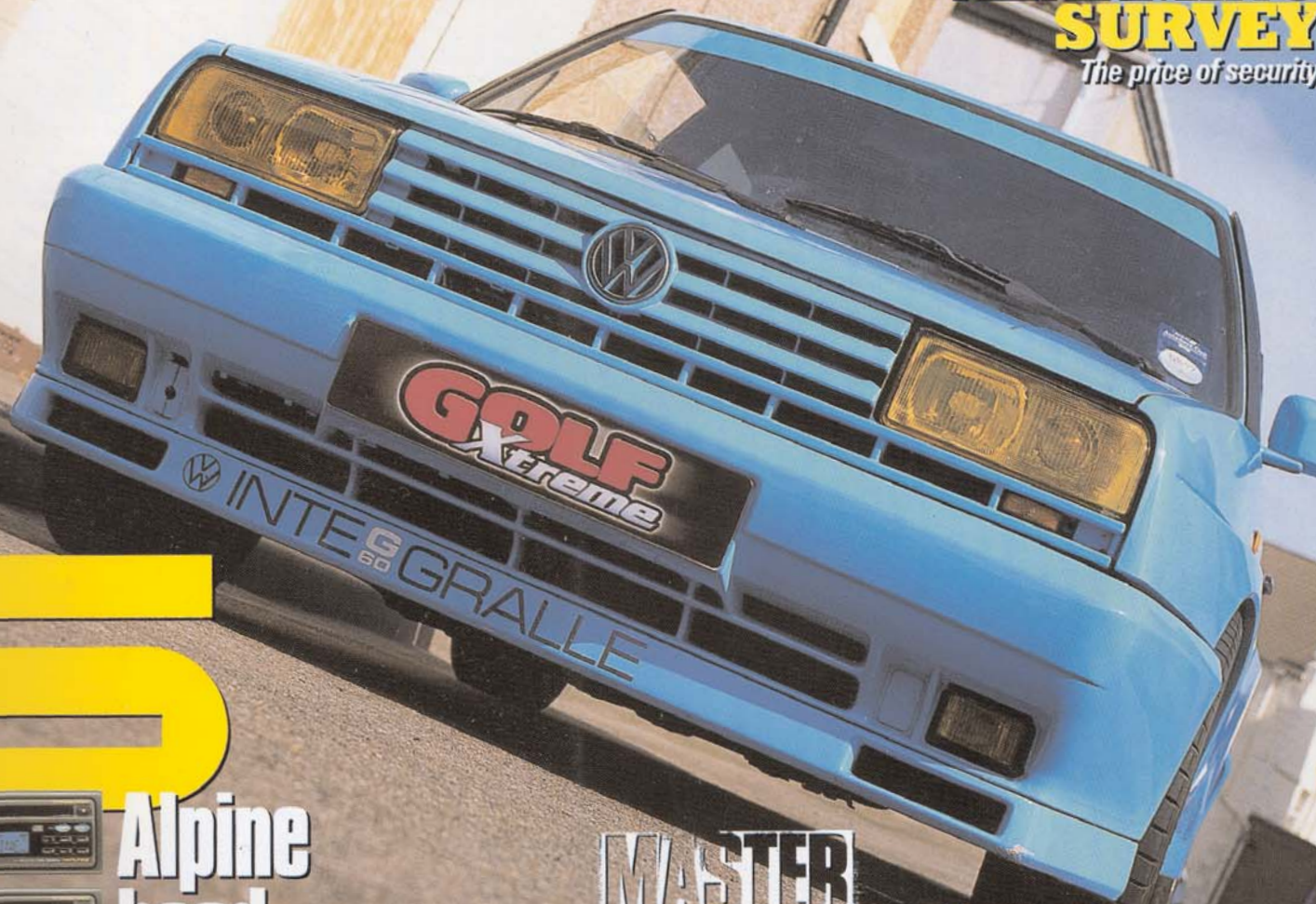
*How the pros do it*

**FRENCH CONNECTION**

*Stylish MKIII 8v*

**ALARMING SURVEY**

*The price of security*



# S



**Alpine head units must be won**

**MASTER**

# RE-MIX

*Made to measure two-wheel-drive Rallye*



9 771365 687007

STYLING TUNING BUYING ICEING CRUISING

# ROLL UP! ROLL UP! LADIES AND GENTLEMEN PREPARE YOURSELF FOR THE DEATH- DEFYING RIDE OF YOUR LIFE...

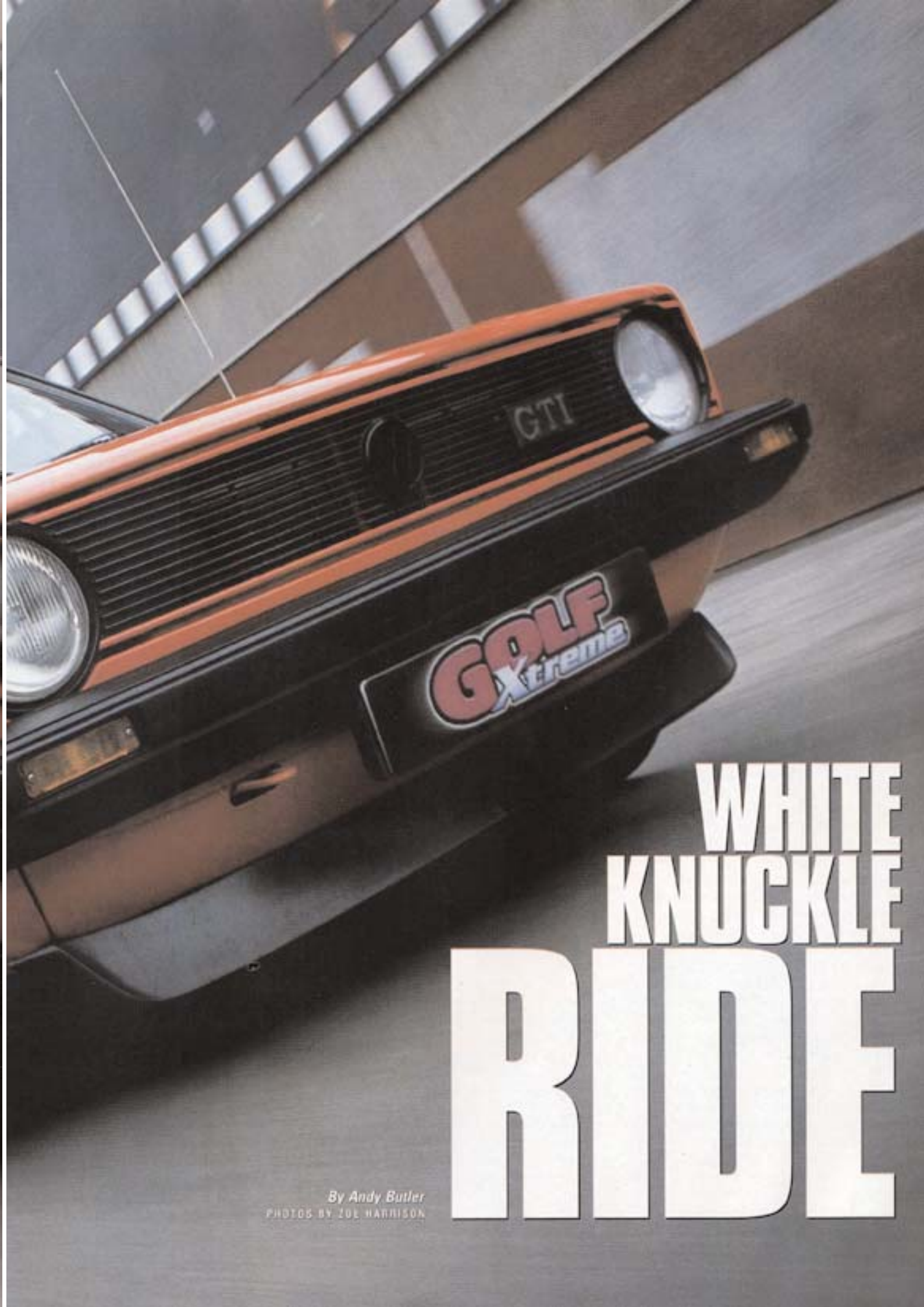
**W**e first bumped into Ben Leach at the Thetford rolling road session. As he pulled into the car park everyone there nudged each other, nodded wisely and muttered things about monster power outputs and that the winner had arrived. All we saw was a rather clean Mk1 GTI. Little did we know...

Our first clue that this was no ordinary Golf came when the car quietly drove onto the rollers, and then whooshed and chattered its way to a best figure of 221 bhp. Bugger me! This is definitely no ordinary Mk1 GTI. So we collared the owner for a bit of a chin wag.

The story started when Ben heard about a wrecked Corrado G60, and was offered the front half of it, complete with the wiring, electronics and mechanicals. Ideas began forming, and soon he was on the lookout for a nice, discreet car to drop the supercharged lump into. He came up with this Mars Red 1983 Mk1 GTI.

But, rather than keep to the supercharged motor as he'd got it, Ben was offered a Turbo Technics-converted Scirocco, which had the all-important exhaust manifold and Garrett T3 turbo. The G-Lader blower that VW use has never been noted for its monster power output, and he knew he could get more welly using a turbo system. ▶





WHITE  
KNUCKLE  
**RIDE**

*By Andy Butler*  
PHOTOS BY JOE HARRISON



So this is what 221 bhp looks like in a Mk1 GTI...

**GOLF GTD**

**BEN HAS  
DOCUMENTED  
TIMES OF  
0-60 MPH IN  
5.5 SECS AND  
0-100 MPH IN  
13.8 SECS -  
NOT BAD FOR  
A MK1**

► Finding the Turbo Technics conversion was incredibly fortunate. The cast iron manifold is of a very high quality, and doesn't crack under the temperature stresses that turbo manifolds have to suffer. Their second-hand value can be anywhere up to £400, and that's only if you can find one for sale. He jumped at the chance to get the Scirocco, and once he'd got the bits he needed, the rest of the car was broken up and sold on in bits.

Now that he had the important bit to link the turbo to the engine, Ben did a deal with VW supercharger guru, Mike Trulock, to get one of his JabbaSport chips. He gave his supercharger to JabbaSport (01733 571769) and received the chip and cash in return, moaning he could now get his engine running higher boost and revs than the standard chip would allow, and so increase the power output.

Getting the engine into the Mk1 wasn't too bad a job, but the cable-change Corrado box caused a bit of head-scratching. Because it didn't hook up to the original mounting positions, Ben had to fabricate his own mounts to bridge the gap between car and the box.

In the 15,000 miles the car has been together though, they haven't given a scrap of trouble, and are well up to holding things in place even when he's tear-arsing down the quarter-mile. I forgot to mention that Ben's doing mechanical engineering at university, so designing a couple of sturdy mounts for his car was dead easy.

The main reason for using the Corrado box was simple. Being designed to take the power of the G60 engine meant it would probably

hold together a lot better than the original rod-change unit.

Rather than convert the Golf's speedo over to an electronic unit, Ben has used an early Corrado 16-valve speedo cable which just plugs into the back of the standard speedo head. This lets him keep the standard binnacle and add to the illusion that the car is just a clean Mk1 with nothing special going on.

Once the engine was under the bonnet, the ancillaries were fitted in around it as neatly as possible. A huge custom-made intercooler stretches across the front of the engine bay, just in front of the radiator.

He prefers the simplicity of the intercooler over the added complication of a charge cooler, which might have the ability to be slightly more efficient in some instances, but can suffer from a lot more problems.

Just behind the intercooler is the Golf 16-valve radiator, which has no difficulty in keeping the motor cool, even in traffic. There's a slim-line electric fan fitted to keep a decent airflow going through the rad if the car does get held up, but it doesn't often come on in normal driving.

The reason for using the 16-valve radiator were the flanges that run along the top and bottom edges of the core. These have been used to attach the fan to the radiator because there isn't enough space to fit a VW fan shroud assembly into the gap between engine and radiator.

Proving that the gearbox mount wasn't a fluke, Ben has also made up the one-off exhaust system. It only uses one universal

Jetex silencer box, but because there's a turbo upwind of it, the volume level is pretty subdued.

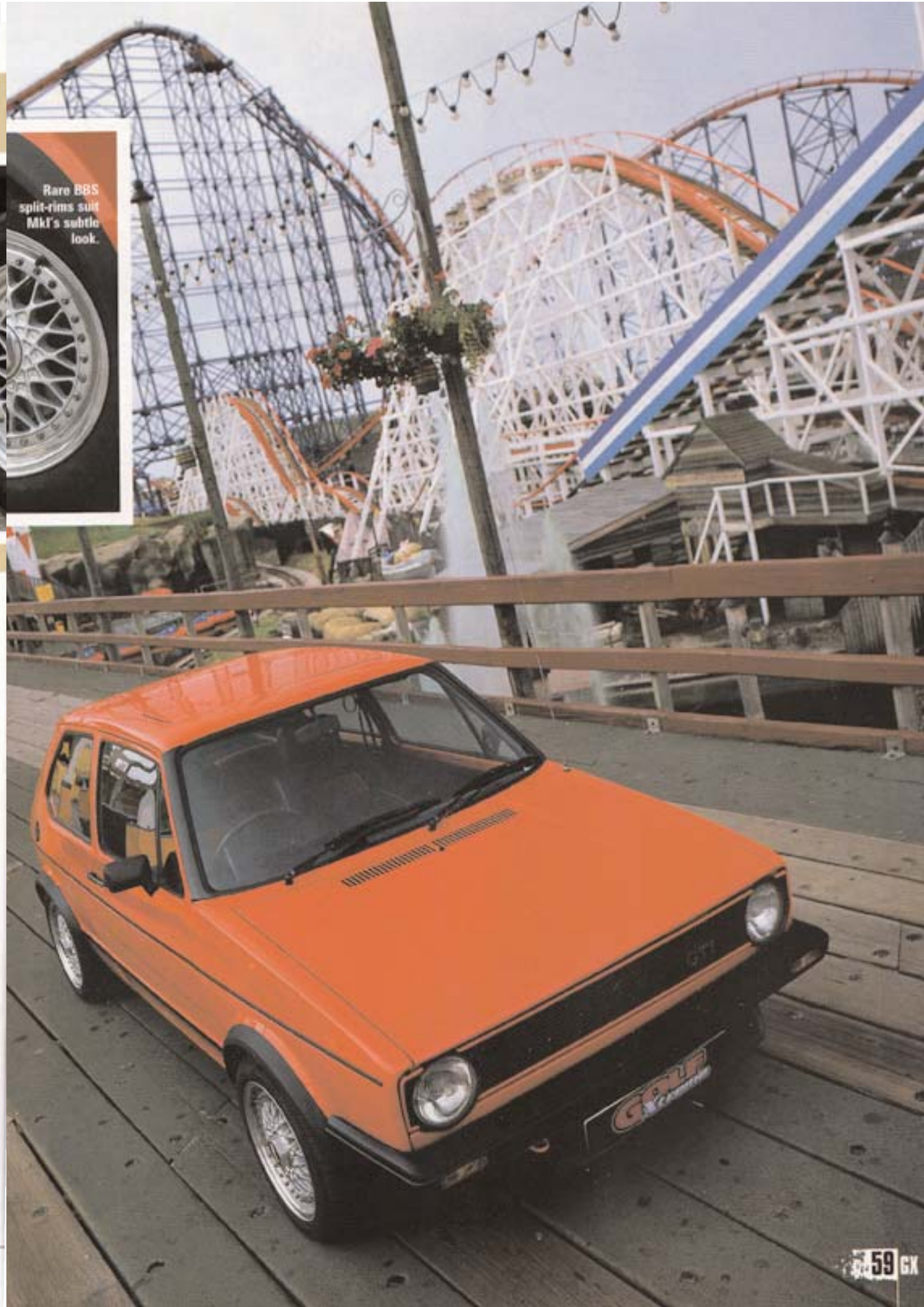
The system uses 2.5 in bore pipe all the way through, and Ben's even managed to get a Lambda probe into the downpipe to help the engine management keep a check on the mixture and how complete the combustion is. The only tricky area of building the pipe was getting it to go over the rear axle, but this was made easier because Jetex do a universal bent pipe for going over axles, and it just happens to be a Golf piece anyway.

Having installed all this power, Ben had to do something about keeping it under control. Suspension is handled by Boge Turbogas dampers which have been fitted with lowered Boge springs. In all the suspension has only dropped about 40 mm, so there are no worries about trying to cross sleeping policemen, but coupled with the rare BBS RS 001 split-rim wheels, the car looks very purposeful.

Ben has also made his own lower strut brace system for the front suspension, triangulating it for strength. The wishbone bushes are polyurethane ones for extra precision when pressing on, but Ben was very surprised to discover that they are hardly any noisier than the standard rubber bushes he lobbed in the bin.

Hiding behind the wheels are the Golf's uprated brakes. The donor Corrado has also supplied the 280 mm front units, and Ben simply made up spacer plates to mount the Mk1's own callipers further out as required. He reports no fade problems even though he uses the brakes very enthusiastically when needed.

Rare BBS  
split-rims suit  
Mk1's subtle  
look.





Ben will do anything for an adrenaline fix...

## PEPSI MAX BIG ONE TECHNICAL

- ▼ **HEIGHT**  
235 feet above sea level, the tallest coaster in the world
- ▼ **SPEED**  
85 mph, the fastest conventionally-launched steel coaster in the world
- ▼ **RIDE LENGTH**  
About two minutes
- ▼ **FIRST DROP**  
65-degree drop, the steepest in the world
- ▼ **CONSTRUCTION**  
2600 tonnes of steel, 331 loading points, 80,000 bolts. If the steel was laid end to end it would stretch 40 miles, and with five coats of paint, there's enough to cover Wembley's pitch six times

**THANKS TO:**  
*Anne, Sarah and Laura at Blackpool Pleasure Beach's for their help with this feature's location.*



► He also reckons that changing the rear units to MkII Golf discs helped to take a lot of slop out of the pedal travel.

The exterior and interior have been left as standard as possible to keep the car undesirable to lowlifes. It also helps to lull the odd Porsche driver into a false sense of security until he plants the loud pedal and leaves them wondering what's gone wrong. Ben has documented times of 0-60 mph in about 5.5 seconds and 0-100 in 13.8 secs. Not bad for a MkII GTI.

But even though he loves his sleeper, Ben has come to the end of the project and fancies something else. Just what he wants to start playing with is another thing though, and he isn't for spilling the beans just yet. If you want to take this creation off his hands though, and you promise to use it as it was intended, call us here and we'll pass your details on. It could just be the most fun you could have for five grand, and it's cheaper than building a roller coaster in your back garden. ■

# TECHNICAL

- ▼ **ENGINE**  
MkII Golf GTI 8-valve, three-door
- ▼ **EXHAUST**  
Corrado G60 1781cc eight-valve, supercharger removed, Turbo Technics exhaust manifold, Garrett T3 hybrid turbocharger, Saab turbine housing, Cosworth compressor housing, custom-made single 2.5 in bore exhaust system, custom-made 90x206x30 mm intercooler, Corrado G60 engine management system, JabbaSport management chip, MkII Golf GTI 16-valve radiator, Mobil One oil
- ▼ **DRIVETRAIN**  
220 t/hp at 5000 rpm, 270 lb/ft of torque at 3500 rpm, 13.9 second standing quarter mile, 0-60 mph in 5.5 seconds, 0-100 mph in 13.8 seconds
- ▼ **TRANSMISSION**  
Corrado G60 cable-shift manual gearbox, late MkII Golf convertible driveshafts, clutch converted from hydraulic to cable operation, custom-made box mounts, polyurethane front engine mount insert, Golf diesel rear gearbox mount, early Corrado 16-valve speedo cable
- ▼ **CHASSIS**  
Standard with poly rack mounting bushes
- ▼ **SUSPENSION**  
MkII Boge Turbogas dampers, Autocavan 48 mm lowering springs, custom-made four-point triangulated lower strut brace, Autocavan Bug Pack polyurethane wishbone bushes
- ▼ **WHEELS**  
Corrado G60 discs, standard MkII GTI callipers on custom-made spacer brackets, MkII GTI rear discs, MkII GTI servo and master cylinder
- ▼ **WHEELS & TYRES**  
BBS RS001 7x15 in 195/50VR15 tyres
- ▼ **INTERIOR**  
Standard apart from the removable Golf GTD badge
- ▼ **EXTERIOR**  
Standard cloth trim
- ▼ **COUP?**  
It's a dread-to-think jobbie, but offers around £5000 would probably prise it from his grasp