

DECEMBER 1989

£1.25

**Volkswagen
Audi CAR**

Volkswagen Audi CAR

**1990 model year
Fact Finder**



ISSN 0956-9294

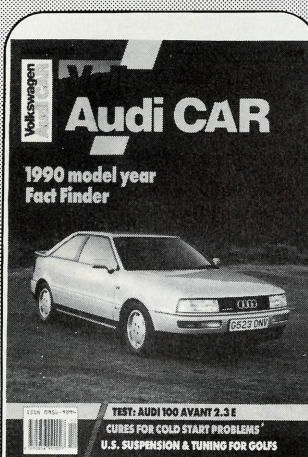


9 770956 929007

TEST: AUDI 100 AVANT 2.3 E

CURES FOR COLD START PROBLEMS

U.S. SUSPENSION & TUNING FOR GOLFS



THIS MONTH'S COVER
Audi Coupe quattro

EDITOR & PUBLISHER

Paul Harris

INTERNATIONAL EDITOR

Chris Barber

MOTORSPORT EDITOR

Peter Noad

PRODUCTION EDITOR

Richard Wayte

BUSINESS &
ADVERTISEMENT MANAGER

Shelagh Hazel

SUBSCRIPTION, DISPLAY &
CLASSIFIED ADVERTISEMENT
ENQUIRIES

052-55 4019

FAX

052-55 4759

Published in the UK by Auto-
Metrix Publications, Market
Chambers, High Street, Toddington,
Bedfordshire LU5 6BY.
Telephone 052-55 4019; Fax
052-55 4759

Printed by The Magazine Print-
ing Company, 2 Centenary
Estate, Jeffreys Road, Brims-
down, Enfield, Middlesex.
Telephone 01-805 5000.

Distributed by Quadrant Publish-
ing Services, Quadrant House,
The Quadrant, Sutton, Surrey
SM2 5AS. Telephone 01-661
3500

Mono origination by AutoMetrix
Origination.

Colour origination by Meridian
Media Services, Meridian House,
Bakewell Road, Orton South-
gate, Peterborough PE2 0XU.

*VOLKSWAGEN AUDI CAR is a
monthly publication about
Volkswagen and Audi cars. It is
completely independent of the
manufacturers and importers of
these cars and the views which
are expressed may not necessa-
rily be the views of the manu-
facturers or importers.*

All rights of translation and re-
production reserved.

© 1989 AutoMetrix Publications

Volkswagen Audi CAR

Inside . . .

6

COLD START BLUES

Does your fuel-injected car start easily?

8

TEST: SPACE WITH STYLE

Audi's unique 100 Avant 2.3 E

14

SPRINGS 'N' THINGS

AutoTech in California have all you need to
keep your Golf on the road

17

TEST EXTRA: BRAZIL'S BEST

Brazil's vintage Passat is a winner!

22

BRINGING UP THE REAR

Improve the rear of your series III Passat

26

BEST GOLF EVER?

Volkswagen Motorsport's G60 Limited

28

ALTERNATIVE CABRIO

A Golf Convertible doesn't have to cost the
earth—in Germany

34

MOTOR AWAY

The Sauerland—heart of Germany

36-39

FACT FINDER

Statistics of all current Volkswagens and Audis

40

EAST MORE THAN WEST

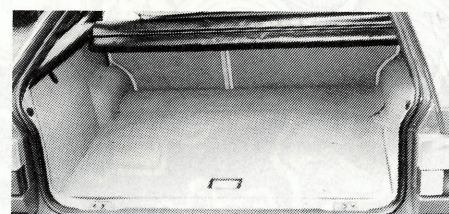
The Taro pick-up looks set to be a success

46

SCIROCCO SPRUCE-UP

Keeping an early series II in top condition

5 Hot Seat. 13 Stateside. 25 Workshop. 30 Car
of the Month. 48 Genuine Improvements. 48-51
Information. 56-60 Letters. 60-62 Market
Place.



Page 8



Page 22



Page 26



Page 28



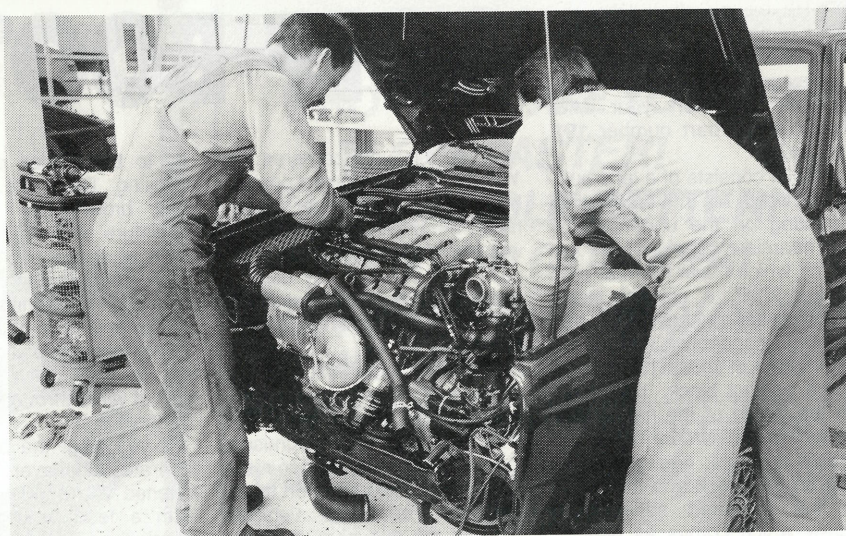
Page 30



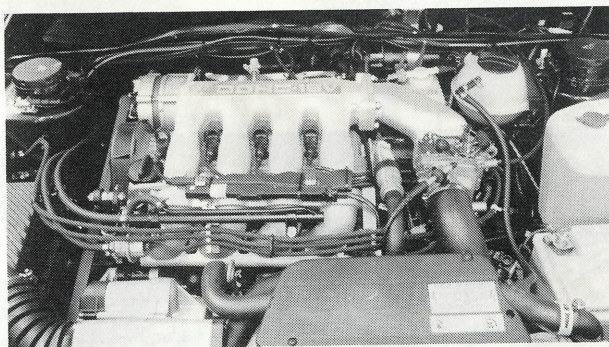
Page 40

G60 LIMITED

BEST GOLF EVER?



- **ABOVE:** Nothing extrovert. Wheels are BBS 6½×15.
- **TOP:** One of the special Golfs being assembled in VW Motorsport's workshops.
- **RIGHT:** Super-charged 1800 puts out 210 bhp.
- **BELOW RIGHT:** Even the grille plays down car's image.



PERFORMANCE

0-50 mph (80 kph)	5.0 sec
0-62 mph (100 kph)	7.4 sec
0-74.5 mph (120 kph)	10.3 sec
0-87 mph (140 kph)	14.0 sec
0-112 mph (180 kph)	26.6 sec
1 km, standing start	28.0 sec
40-60 mph, 4th gear	8.9 sec
50-75 mph, 5th gear	11.9 sec
Maximum speed	142 mph (229 kph)

Figures quoted are factory values.

FUEL CONSUMPTION

Average value	19.3 mpg
Hard driving	15.5 mpg
Economy driving	23.3 mpg



KLAUS-PETER ROSORIOUS, manager of Hanover-based Volkswagen Motorsport, describes the Golf G60 Limited as one of his favourite projects. As he says: "We wanted to have a nice, elegant looking series Golf without any external alterations but plenty of fascination under the bonnet."

There were only 70 examples of the G60 Limited and each was hand-built in the Hanover workshops. Needless to say, every single one was snapped up as soon as it became available.

Like the Rallye Golf, the G60 Limited uses systems from several production models. Suspension, radiator, synchro transmission and gearbox all come straight from the Rallye Golf. The wheel arches are just as capacious but they don't have the Rallye flares.

More power

Power is well up on the Rallye Golf. The 1781 cc engine has an 8.8:1 compression ratio and develops 210 bhp (155 kW) at 6,500 rpm. Maximum torque is 186 lb ft (252 Nm) at 5,000 rpm. Maximum supercharger pressure is 22.6 psi (1.56 bar).

Kerb weight is 2,833 lb (1,275 kg) with weight distributed 59.6 per cent to the front and 40.4 per cent to the rear.

Gear ratios are: first 3.78, second 2.11, third 1.34, fourth 0.97 and fifth 0.80, with a road speed per 1,000 rpm in fifth of 20.9 mph (33.5 kph).

Wheels are 6½×15 BBS alloys shod with 195/50 VR15 Pirelli tyres. We'll be seeing a lot more 6½ in. wheels for Volkswagens in future—it seems the ideal compromise width.

The price of each G60 Limited was around £23,000—not bad for a car which is virtually hand-made.

Volkswagen Motorsport has produced a special supercharged four-wheel drive Golf