

Dutch Courage

THE MK2 G60 16V LIMITED IS ARGUABLY THE MOST DESIRABLE WATERCOOLED VW EVER PRODUCED, SO WHAT INSPIRED ONE CRAZY DUTCHMAN TO TRANSPLANT AN ORIGINAL LIMITED LUMP INTO HIS MK1 GOLF?

Words: James Wallace Pics: Lennart Dijkstra

ACCCELERATION! DON'T KNOW ABOUT YOU LOT, BUT WE'RE RATHER FOND OF IT. Whether it's the result of gravity pulling us towards the earth, or driveshaft twisting torque firing us at the horizon, it's very difficult to say when enough is enough. Having said that a recent outing in a 1200bhp Nissan Skyline proved that my tiny human brain would

happily settle for less than 400bhp before a brown pants sense of mortality kicks in, particularly when a 90 degree bend looms with the speedo remaining half way through three figures! Worried? Me? Never.

The thing is, as a passenger you've got to remain fearless and composed at all times, don't let the driver know he's getting to you. Stay steely faced and pray his right foot goes for the anchors sooner rather than later, even when yours has already pushed a hole through the bulkhead! The point is, on European roads, we'd argue that more than 400bhp in any car is a complete waste of time, money and effort. Why bother going to such extreme lengths for power when all you're really doing is making a

vehicle increasingly unreliable, uncomfortable and unpredictable? Power like that makes 70+mph so easy to attain that three figure speeds become you norm, not the exception.

Pass the Dutchie

Follow the lead of 29-year-old Hugo Malda, from Hallum in Holland, and take the no-less obsessive route of crafting a car that's as much fun at 50mph as it is 150mph. At least that way you get to enjoy it whenever you take it out without risking rozzar baiting license loss. You see, hot hatches have always been about chuckable pleasure around rutted B-roads; deviate too far from the path of handling prowess by going for pub bragging >>

OWNER PROFILE

NAME:

Hugo Malda

AGE:

29

FROM:

Holland

OCCUPATION:

Technical mechanic

DREAM CAR:

GT3 RS

FAVE MOD ON CAR:

Limited engine NO.38

TOP CHOONZ:

Truckfighters
Gravity X





performance figures and you've lost the spirit of driving the GTi badge has embodied for 20 years! At least that's why Hugo went for his 1983 Mk1 GTi in the first place. "At the moment I have a Rallye, a Mk5 GTi and a Mk2 16v GTi, but I've also owned an R32 and a Mk4 GTi in the past and the Mk1 remains my favourite," said a fortunate Mr Malda, a guy who's evidently caught the VW bug in a massive way. As is often the case, Hugo's dad

has a lot to answer for. "My dad used to drive a Jetta when I was little and that kind of rubbed off on the whole family – my sister and brother also drive Mk4 GTis." Nothing like brand loyalty is there?

So even with such a wide of choice of increasingly modern VWs at his disposal, it's still the original that ticks all his boxes – considering this car's mouth watering spec we're really not surprised.

Origin of the species

As many of the regular readers will know, we first spotted Hugo's Mk1 back in June 2009 when team *GOLF+* paid a visit to the Fifth International VAG meeting in Asten. There Hugo told us how he'd bought the car some eight years prior for 3000 Guilders (around £1200) with bulbous Mk1 Cabriolet bumpers and the original 1781cc K-jet engine in place. It was metallic blue and in good shape when

I was only going to build the car once and it had to be done right

he parted with his cash, but a colour change to white followed shortly afterwards as he started sinking his teeth into the European show scene.

Now, Hugo is an interesting chap – describing himself as a Technical Mechanic at his local booze distillery in Hallum, Northern Holland, where he services the machines that produce Whisky, Gin and Vodka. The fumes had obviously got to him! A few short years after buying and spraying YZ-97-JY the wind of change was blowing through and he fancied something a little different. Very different, in fact...

Un-limited edition

Rather than settle for what he considered 'second best' and drop in a conventional 8v G60 (PG) lump, Hugo began searching the classifieds for a genuine VW 16v G60 Limited

engine. The words 'teeth' and 'hens' spring to mind! For those who don't already know, VW Motorsport custom built only 70 of these in 210bhp format for the 4WD Mk2 G60 Limited – even compared to the somewhat rare Edition One G60 these nigh on mythical 142mph beasts were until quite recently the fastest production VW of all time, so tracking a pukka engine down with the corresponding scuttle mounted ID plate wasn't going to be simple. "I knew of one already," Hugo told us. "The owner of my local breakers yard had one but he never would sell it to me even after I offered good money for it. I kept asking... he kept refusing."

So, in the meantime, the car was stripped and sent to his mate Danny's bodyshop in Engsholms for a total glass out paintjob and a substantial tidy up in the bay. OEM look was the order of the day and Hugo chose an >>



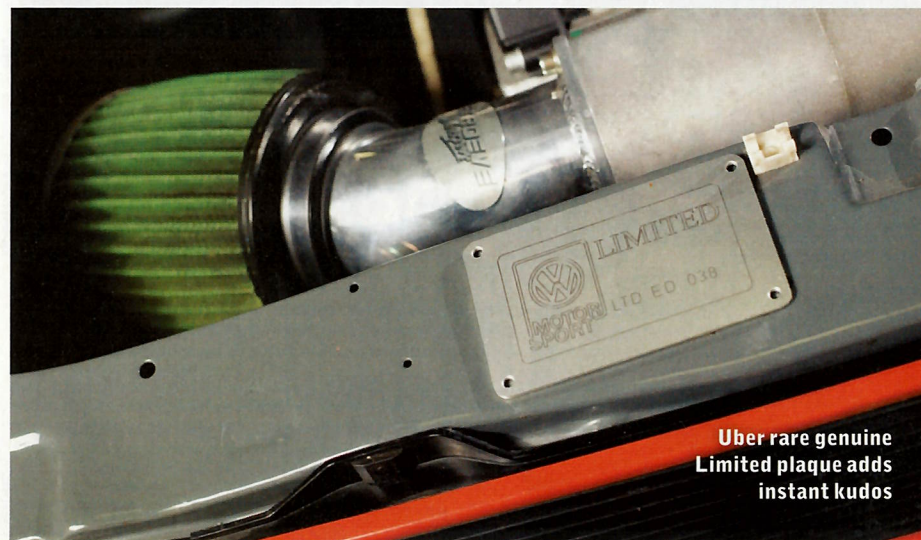
Retrimmed Recaros from Mk2 Scirocco slid beautifully onto the Golf's runners



Big wheel feel suits the Golf's new persona



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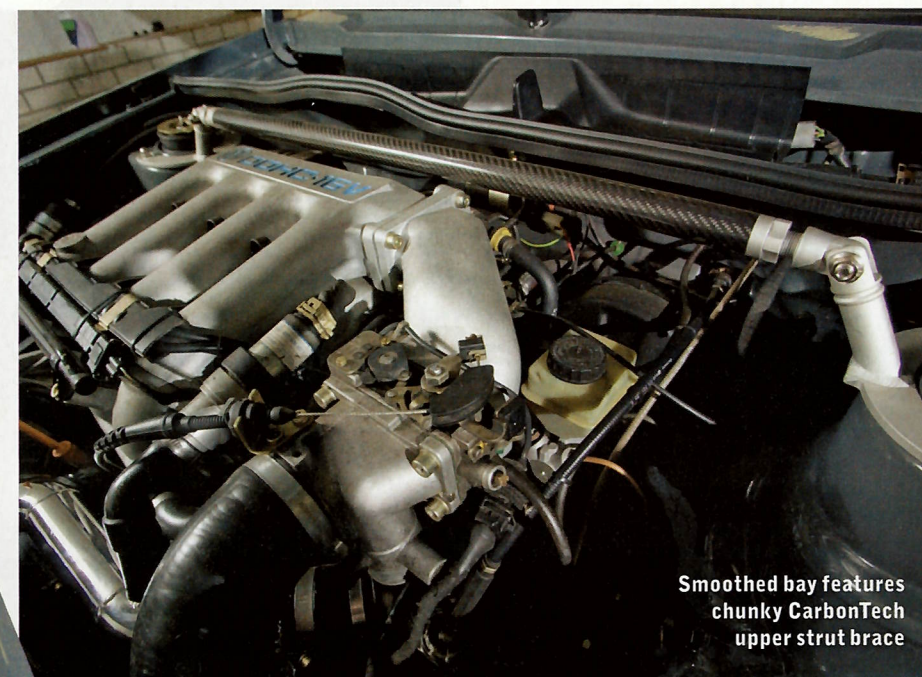


Uber rare genuine Limited plaque adds instant kudos

original Golf Rallye colour to complement his style. "I wanted the car to be fast and luxurious but not too polished or bling bling, so we relocated the battery into the boot, re-routed the wiring loom through the chassis legs and scraped all of the disgusting underseal and seam sealant out of the bay," revealed Hugo. A heat gun loosened everything nicely but getting rid of any unnecessary bracketry, the header tank and deleting the battery tray was left to Danny and his welder. He also plated over half of the chassis leg crumple zones which, with a skim of filler, left the bay ready for the final top coat. Oh... and an engine!

Body tone

Externally the exact paintcode remains a secret and the majority of fixtures and fittings remain stock GTI offerings, Hugo reverting back to black plastic bumpers



Smoothed bay features chunky CarbonTech upper strut brace

Actual paintcode remains top secret



The uber rare Mk2 G60 16v Limited

VW Motorsport made 70 of these bad boys exclusively at their Hanover base. A crafty mixture of 16v, G60 and custom parts they produced 210bhp out of the factory. The VIN plates clearly state VW Motorsport and they all came in LHD with black leather, Syncro 4WD and the ultimate four-pot supercharged incarnation of VW's venerable 1.8-litre lump. They're rumoured to have clocked 60mph in 6.4-seconds before stomping onto 142mph. BBS RM Splits were standard but even they couldn't make the four-door 'shells and disturbingly average grey paint look exciting. As with all things VW they never shout about their greatest achievements and we reckon they missed a trick with the ultimate Mk2 spin off.

to suit the year of manufacture. Subtle tweaks continue with color coded mirrors and a two headlamp grille fitted with X-hair headlamps. M3 style rear lights and a delocked, wiperless tailgate complete the sleek and simple makeover. Hugo justifiably reckons it looks stunning – and we agree. In the flesh the depth and quality of the paint is supplemented by the ultimate four-stud wheel that we all crave. Like the engine, tracking down a set of 8x16in WRD Mesh rims is now virtually impossible, but Hugo wrapped his in some 195/40x16in Dunlops and slapped them over a 280mm G60 disc conversion up front that uses EBC Green Stuff pads and cross drilled EBC discs for some much needed stopping power to battle the additional grunt on tap.

While he was at it a Mk2 Scirocco 16v was sourced purely for the back axle, rear disc conversion and those incredibly rare Recaros that bolted straight into the Mk1 runners – no messing performing the usual left to right switch that's essential with Mk2 Golf pews here! As Hugo says: "I was only going to build the car once and it had to be done right. There's no point buying cheap parts because it will end up costing more in the long term." Amen to that Mr M. Perhaps

that's why Powerflex poly bushes were added to tighten and refresh the steering responses of the original 1978 GTi steering wheel, a helm that benefits immensely from a touch of bovine intervention.

Four years later

Next up was sorting the interior. "My next door neighbour runs a sofa trimming company and he agreed to give the seats a go for me. I knew they'd be good but had no idea they'd be this good. The first time I went to see them I thought they looked amazing but he insisted on taking a knife to them and doing them again to get rid of any creases or imperfections in the leather. The result is perfect," mused a jubilant Hugo.

Hugo had one more trick up his sleeve though as the scrapyard owner with the tasty engine started doing extremely well for himself and decided to trade up to a Mercedes S-Class rather put the super exclusive engine NO.38 to good use.

Finally, after four years of relentless pestering he gave Hugo a ring and succumbed to his powerplant lust. There was no time to waste, Hugo was in there like swimwear and Mk2 16v engine mounts were fettled by Danny for the driver's side chassis leg and

rear mount to bolt up perfectly and allow that massive auxiliary supercharger and alternator belt to spin perfectly.

Before bolting it into place, however, it was given a 100% clean bill of health as Hugo stripped and rebuilt the engine with new gaskets throughout in order to justify the claimed 50,000 miles it had covered. Not wanting to take any risks, a brand new factory fresh G-lader supercharger was sourced to ensure the 68mm pulley and custom written chip wouldn't cause any unnecessary stress on the ageing components. The noise from the Green cotton air filter and Stroeve Motorsport intake pipe needs to be heard to be believed at full chat and that Supersprint 4-2-1 exhaust manifold and homemade 63mm TDI style stainless exhaust system makes for surreal levels of supercharger howl backed up by a bass heavy but not overbearing beat from the backbox.

Tuned to perfection

Obsessed with originality he hasn't taken the tuning too far for ultimate power, preferring instead to settle for around 250bhp and 235lb ft of torque. "It leaves my friend's supercharged Corrado VR6 for dead and >>>

EURO MK1

DUTCH COURAGE



everything in this car smacks of well thought out originality using genuine VW parts where possible

that's enough for me," Hugo muses philosophically. And continuing with the OEM theme that runs throughout this most amazing of builds is the use of a Mk2 Golf radiator with low profile Spal fan and an original Rallye front mount intercooler – everything in this car smacks of well thought out originality using genuine VW parts where possible. Check out that top fill rad alternative as well – a specially fabricated top hose aluminium pipe that further tidies what could be a massively complicated engine bay. Those G60s certainly aren't easy to clean up to this extent.

This car is an absolute testament to a guy

who wouldn't take no for an answer. Yes, it may have been possible for Hugo to build a similar 16v G60 engine using expensive specialist parts from firms such as Bahn Brenner Motorsport in the States, Huber Rennsport Technik in Austria or SLS in Germany, but instead he's stuck to VW's finest and produced a Mk1 that's got a monstrous torque spread throughout the rev range whatever gear he's in. Combine such usable power with fully adjustable KW Variant 3 coilovers and it rides like a magic carpet with a Boeing 747 attached. 1.8T swaps, eh? Who needs 'em? **GOLF+**



Mesh rims allow a tantalising glimpse of G60 conversion with dinner plate sized drilled and grooved discs

THE KNOWLEDGE

ENGINE:

No.38 1781cc G60 16v Limited engine, Scirocco 16v inlet manifold and cylinder head, Green cotton air filter and Stroeve Motorsport intake pipe, brand new VW G-lader with 68mm pulley, custom ECU chip, G60 ECU Grey fuel injectors, Pierburg 6.5bar fuel pump, VW low compression pistons, forged crankshaft, Supersprint 4-2-1 exhaust manifold, homemade 63mm exhaust system with discrete TDI style tailpipe, Mk2 Golf radiator, Spal slimline fan, Rallye intercooler, S/C elbow adapter for throttle body, adapted Mk2 Golf engine mounts. Transmission: Fully rebuilt 020 rod change 'box with bolted diff, Sachs sports Performance clutch. Power: 250bhp and 232ft lb

CHASSIS:

Fully adjustable KW Variant 3 coilovers, full Powerflex polyurethane bush kit front and back, CarbonTec upper front strut brace, Neuspeed lower wishbone brace, 280mm G60 brake conversions with EBC X-drilled discs and Green Stuff pads, custom made caliper carriers, Scirocco 16v rear axle, 16v rear discs with aluminium Mk4 Golf rear calipers, 8x16in WRD Mesh wheels with 195/40x16in Dunlop SP9000s

STYLING:

EXTERIOR: Refinished in original Rallye colour, FK X-hair crystal headlights, original GTI front splitter, GTI side stripes, cleaned engine bay with concealed wiring loom, plated and smoothed chassis legs, colour coded wing mirrors, de-locked and wiperless tailgate, crystal M3 style rear lights. INTERIOR: Series 1 1978 Mk1 Golf steering wheel, Mk2 Scirocco Recaros mounted on Mk1 runners, full 'next door neighbour' red leather retrim throughout. ICE: Roaring, howling, spinning, buzzing G-lader at 1 bar!

THANKS:

Big thanks to Bas, Siep, Andre and Mukkes – cheers guys!



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