

RABBIT

Club GTI Magazine



in this issue...



issue 44 summer '98



- GTI International
- Scottish National Day
- Star Cars
- Technical Help



- Pics from Holland & Austria

THE ONLY MAGAZINE PRODUCED BY GTI NUTTERS FOR GTI NUTTERS

star car

From
Car
M/ship No

Ron Kasner
Golf Limited
5440

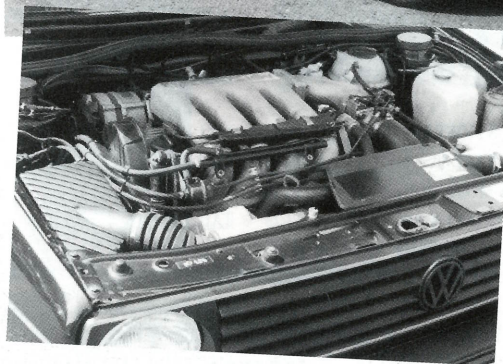
It all started when a couple of nice Rallye Golfs were featured in the VW mags last Spring, I thought I'd really like to own one. So I started looking around and eventually went to see a couple around the UK. I didn't buy one then because I wasn't sure about what I might be buying as I didn't know enough about them. So, I decided to try and import one myself, and whilst perusing some German VW mags I came across an ad for a Limited. A quick phone call ascertained it was still for sale, but wouldn't be available for a couple of months.

It turned out to be a one elderly owner car with full history, a new G-Lader (supercharger) and new brakes, with bills to prove it. Pretty soon we agreed a price that I was prepared to travel out to Germany for. The owner's son sent a bundle of photos, photocopies of documentation & service history, etc. Having received that lot I decided to go for it, but there was loads to do! Such as, book flights, ferry, get Deutsch Marks and arrange insurance cover. The only thing I couldn't organise was breakdown cover, as the car was German registered.

Whilst I waited it was hell watching the exchange rate moving around - the car's price was going up and down by several hundred pounds as the £:DM rate fluctuated. The seller agreed to accept a draft for the full amount and off I finally went. I flew to Hanover and met the owner, and there was the car. A genuine 4WD 16v G60 Limited, complete with scuffed BBS split rims and a number of stonechips on the door bottoms (no mud flaps). I also found that the exhaust had a knackered centre section (with the VW part costing £800 versus £200 for a Supersprint item, guess which I eventually fitted). Luckily I had an exhaust repair kit and basic tools with me.

Finally I got to test drive it, and it was lovely! Then it was off to a garage to check it out on ramps. I gave it a good going over, especially the rear diff, after a (Rallye owning) friend Des mentioned these can be a problem on higher performance syncro VWs.

So far, everything was looking good, but then the shocker - "What do you mean you won't accept my International Banker's Draft?" I found myself saying. The deal was blown. What to do? Only cash would now be acceptable to them before I could take the Limited. So back to Blighty for the cash (noth-



ing's ever easy is it) but only after renegotiating the cost of an additional flight. Back again the next weekend, paid over the cash and, after a quick final checkover (too quick), I finally had myself a mega rare Golf Limited.

Parking at the hotel I heard a slight squeak. Stone trapped in a disc I wondered? No. I discovered 100 kms down the road the next day that the dreaded rear diff, oh yes, was the problem. The casing had cracked due to a lack of oil, causing the bearings to pack up. Luckily I managed to come across a small garage, which turned out to be the biz. After looking at all the options - sourcing a new diff (yeah right) or recovery back to the UK - we decided to go two wheel drive, pulling the rear driveshafts and dismantling the outer CV joints to use the stub axles. We removed the rear section of the three piece propshaft and refitted the old diff (it holds the rear axle together). Back on the road again I decided to head for home rather

then return for a refund for faulty goods. Two wheel drive and 210 bhp made for a fun run home. The delay meant I only just made the ferry at Rotterdam, the second last car on board.

I arrived home in Scotland the next day safe and sound, averaging 36 mpg, including some high speed Autobahn work. I called the seller who was very apologetic, assuring me he was unaware of the problem with the diff. Probably true as he had driven over 100km to meet me. Ah well.

To get the car MOT'd it needed the Supersprint exhaust section and right hand drive headlights and rear foglight. Registering it for the road tax licence took 5 minutes. I subsequently had the bottom of the doors painted and mudflaps fitted to prevent a reoccurrence. I also sourced a complete 4WD transmission (gearbox, transfer box, propshaft and complete rear axle with diff, caliper and driveshafts) with less than 10,000kms under its belt from my friend Arv of Rallye Meister. The rebuild took place over winter, and I opted to replace the whole rear axle with the new bits. The axle itself was like new, with no rust and shiny new calipers, etc. Everything was wax-oiled, including my hair, hands and clothes!

Next the wheels. I was offered some BBS RS 3 piece splitters at a reasonable price, and eagerly fitted them once new tyres had been sorted. Trouble was, the front wheels wouldn't turn now, fouling the calipers of the 280mm brakes. The new wheels had a ET38 offset, whereas the originals were ET33. So I dismantled the original wheels and spent many solitary hours dressing and polishing the rims, having the centres shotblasted and powder coated. It was worth the effort in the end.

star car

As for servicing, all oils were changed - engine, gearbox and rear diff - for synthetic. The brake fluid had been purged on changing the axle and so it was time to get back on the road again. The wait was worth it, the performance is simple excellent and the superb handling is coupled to some pretty good comfort levels. The only downside is the 5,000 mile restriction on my insurance policy, 'cos I want to drive it all the time. Bang went a fifth of my annual mileage limit on the trip to GTI International alone. Hope I've got enough left to see me through the summer!

The understated looks (they all left the factory 5 door in metallic black with single headlights) make it great fun, as nobody expects what looks like a Golf Driver with alloys getting up and leaving them in the distance. Only another 3,000 miles of smiles to go. The rarity of the car worries me. What if I break it? What if it's

nicked for the bits? Apart from the occasional blast I don't really drive it to its full potential, but it's fun when you do. Hit the revs above 4000 and it's simply awesome. There's no other word to describe it.

So what's next? A cat by-pass in the exhaust first. The cost of super Unleaded is killing me (4 star's cheaper) and the by-pass should be good for another 15 bhp or so. Because I worry about the car it has crossed my mind on a couple of occasions to sell it and buy something that I could drive to the full 100% of the time and not be paranoid about breaking. The Limited's just too rare and too good to thrash or bash. It needs someone with the money and resource to keep up to it and take it out on Sundays when the sun's shining. I'm not quite in that league yet. I've almost fallen in love with the MK 4 GTI, so maybe that's next. It would take a good offer for me to let it go though.

TECH SPEC

Car No 48 of 70 made. All 70 built left hand drive only. One of three currently in the UK. 1781cc with 16v head & G60 supercharger (the only model VW made a 16v G60 engine for). 8.8:1 compression ratio (8.0:1 on 8v). 210 bhp and 186 lbft torque as standard (160 bhp and 166 lbft on 8v engine used for Rallye/Corrado/Mk 2 Golf). Four wheel drive syncro system. ABS brakes, with calipers colour coded blue to match grille pinstripe and VW Motorsport badges. Power steering. Metallic black, 5 doors. Pre-1990 arches and side mouldings with 16v lower front spoiler and brake cooling ducts. USA spec bumpers (deeper with larger indicators). BBS RM 6 1/2 x 15 inch alloys. Single headlight grille. Full leather interior with heated seats. Electric windows, mirrors and sunroof. Illuminated vanity mirror. Original test figures - Top speed 142 mph, 6.8 seconds 0 to 60 mph.