

GOLF Xtreme

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**Golf MkIV
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**It's a
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4x4!**

**Loads a
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Golf!**

**How To
Lower
Your MkII**



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LIMITED OFFER

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Let me make it clear from the start that Daniel at VW's press office couldn't have been more helpful. I rang him one morning to request technical information on the Golf G60 Limited and, as promised, just after lunch my fax machine stuttered to life. Six pages of detailed engineering data curled off the machine and fell on the floor. Unfortunately, when I'd retrieved it all, the information turned out to be six pages about the G60 GTi...

I rang back, thanking Daniel for his efforts, but asking for the G60 Limited, not the GTi. I described the car in as much detail as I possibly could. He went away to consult the files and there was a long pause before he came back. "Do you mean the G60 Rallye?" he asked. No, sorry.

Another brief departure followed. Was I sure that this wasn't a special someone else had modified? No, it was not. VW at Milton Keynes, I told him, was the first owner.

The poor bloke was getting very perplexed by this time, but he wasn't about to give up. "Leave it to me," he said cheerfully, and promised to get back to me. True to his word he did, triumphant. "I'm now fully clued-up about the G60 Limited," he said, and the right fax finally came whizzing down the line. What a star bloke!

Before this apparent lack of knowledge of VW's own product range starts causing fits of giggles, let me

point out that Daniel's unfamiliarity with the G60 Limited is no great surprise. After all, only 70 of the cars were ever produced, and the whole idea behind them was to be stealthy.

This is a rare sight — Rick Walkner's G60 Limited is one of only 70 ever built. You don't get many of these to the pound, missus.



The Motor Sport crew must have hijacked a giant shopping trolley and wheeled it through the parts store

Strictly speaking, I suppose, the G60 Limited could be described as a special because Volkswagen Motor Sport AG is actually independent of Wolfsburg, although it tends to work hand-in-glove alongside the factory and is partly financed by it.

It seems strange that a car which was far and away the fastest thing in the VW range at the time should look so innocuous. According to Klaus-Peter Rosorius, manager of Volkswagen Motor Sport, it was this Q-car element that made the G60 Limited one of his favourite projects. "It took quite a time to achieve it," he says, "but fortunately we

had a great deal of support from engineers in Volkswagen's development department."

Good job too, because the car is something of a hybrid. The Motor Sport crew must have hijacked a giant shopping trolley and wheeled it through the parts store, cherry-picking as they went. Into the trolley went the 1.8-litre 16-valve engine from the GTi, the G60 supercharger from the Rallye, the permanent four-wheel drive from the Syncro, and a five-door CL body.

The appeal of the G60 Limited was immediate. The cars were built at the rate of

one a week, and all sold long before the door handles were bolted onto the first one. No mean feat with a price tag hovering around the £24,000 mark.

Each car was practically hand-built, with parts coming not only from Wolfsburg but also from Brussels. The engine, although remaining at the 1781cc capacity, was blueprinted, then treated to hotter cams and up-spec pulleys in preparation for the G-lader mechanical supercharger. This was the first time that the 16-valve lump and the G60 blower were mated together. Even with a brace of catalytic converters slowing down the exhaust gases, the G60 Limited was still a 210 bhp, 143 mph machine. The Rallye, meanwhile, had to make do with the 8-valve unit.

Now, trying to put that sort of power to the black stuff just through the front wheels would have been an entertaining experience. Therefore, the Limited was built around a Syncro floorpan.

Full leather interior kept cosy with heated seats and mirrors.

Shallow boot gives a subtle clue to the Syncro floorpan.

were not swapped over with the steering wheel, so the passenger is now in

charge of rear-view adjustments. "The guy who had it asked me if I wanted it changing back to left-hand drive or not, but for the moment I'd rather leave it as it is," Rick comments. "He gave me all the bits anyway, so I've got every nut and bolt that came off it."

The only alterations Rick's made to the interior have been the Momo steering wheel and removing the locking buttons from the doors. These have been replaced with flashing LEDs for the double immobiliser/alarm system. With a car as rare as this, he doesn't want to take any chances.

Externally, Rick hasn't really done that much.

The only real giveaway is when you look in the boot and notice the level of the floor is higher than normal.

The engine drives the front wheels using a Rallye-derived cable-change gearbox. When things start getting too hairy for comfort, the slip-dependent torque distribution system of the Syncro steps in to divert power via a three-piece propshaft and viscous coupling to the rear axle.

Taking care of any possible braking problems caused by this set-up, Motor Sport plumped for three-channel Bosch ABS, as well as servo-assistance. Hefty 285 mm ventilated discs, with cool air vents from the spoiler, take care of the front end, and 239 mm solid discs help out at the rear.

Rick Walkner has owned this mint example, thought to be the only one in the UK, for nearly two years. It had just 20,000 miles on the clock — barely run-in by Golf standards.

"I'd read about them in magazines, and I thought I'd never have one because they were so expensive," he recalls.

The Limited was originally brought in by VW for display on

its stand at the 1990 Earls Court Motor Fair, before being unleashed on the unsuspecting motoring press. It didn't escape unscathed from its road test adventures, actually blowing the oil out of the rear diff during one batch of acceleration-timing runs.

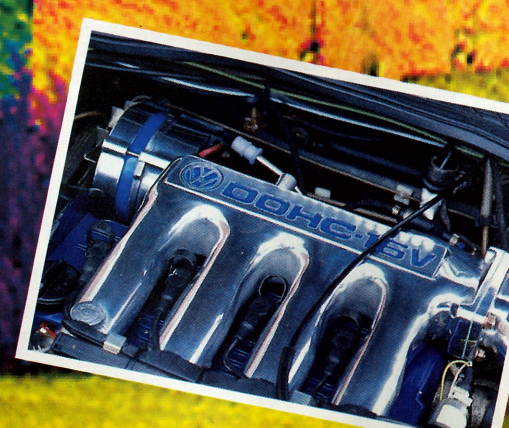
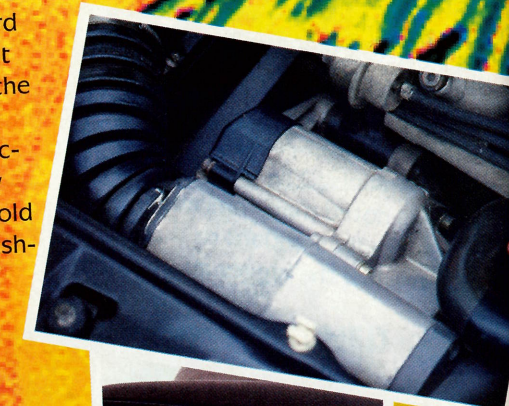
From there, the Limited passed to a second owner who had it converted to right-hand drive, having a re-fabricated exhaust manifold made for it in the process. "His wife would use the car for shopping," Rick reports. Who needs to fetch groceries that in that much of a hurry?

The interior is certainly luxurious enough to appeal to anyone as a daily driver. The full leather came as standard — if anything could be described as standard on this very non-standard car — although it seems strange that they didn't fit Recaros, optional on the MkII at that time.

Mind you, the seats fitted are electric and heated as well, which nicely takes the chill off the leather on a cold winter's morning. There's even a dash-mounted headlight height control. The mirrors are heated and electric too, but unfortunately they

Tasty BBs split-rims are highly polished.

Vented front spoiler for brake cooling.



LIMITED OFFER

"I've just had the paint-work touched up," he explains. The Limited still has the original tell-tale blue stripe round the front grille, and the Motor Sport badging to give a hint to the Superman performance lurking beneath its unassuming Clark Kent exterior. There are no snazzy badges to tell the uninitiated what's going on. "They didn't even put big bumpers on the car," he adds. These bumpers do have larger than normal front indicator lenses, though.

Despite the fact that Rick is proprietor of VW styling specialists R&A Design, in Humberston, Grimsby, and has easy access to a vast supply of aftermarket goodies, he hasn't been tempted to make any additions to the Golf. It wouldn't be entirely straightforward, in any case. The body may look like an ordinary MkII five-door, but as well as having the Syncro floorpan it's got the entire front end grafted on from the Rallye — minus the big arch extensions, of course.

Under the bonnet, things look a trifle crowded with the G-lader supercharger nestling at the forward edge, just behind the larger Rallye radiator. The airbox is unmodified, but Rick has fitted a Jetex air filter. He is also responsible for the polishing work on the manifold and the smart paint finish on the rocker cover. "I've cleaned up everything else," he adds.

Rick has noted many bits and pieces that aren't quite standard to the 16-valve lump, like the bigger alternator.

"They really did their homework," he reports, admitting that he isn't sure of the origin of many of the extras. "You can bet they will all be in the VW parts catalogue somewhere, though."

Rick's still working on various things to keep the G60 Limited up to scratch. He's just had the outside edges of the original BBS split-rim alloys polished, having refurbished the rest of the wheels himself. "Once you get something to this standard, it's so easy to look after them," he reveals. "It only took me 20 minutes to clean all the wheels yesterday. Once you let them go, they just go."

In the meantime, Rick's only managed to clock up around 3000 miles so far, just enough to keep the Limited ticking over. And if he wants to have a go at giving the odd Cosworth 4x4 a run for its money, he can do.

Klaus-Peter Rosorius said that VW wanted to build a nice, elegant-looking production Golf that was technically fascinating, but of discreet appearance. To quote a well-known hamburger giant, "You got it!"



TECH Xtreme

Rick Walkner's MkII G60 Limited

BODY

1989 VW Golf G60 Limited five-door, Golf Syncro floorpan, G60 Rallye front end

ENGINE

Blueprinted 1781cc, 16-valve, Digifant electronic fuel injection, twin overhead camshafts, hydraulic bucket tappets, G60 supercharger, Jetex air filter, custom-fabricated manifold, VW Motor Sport exhaust system with double regulated catalytic converters, painted rocker cover, polished inlet manifold, Golf Rallye radiator. Max power: 210 bhp at 6500 rpm. Torque: 186 lbf.ft at 5000 rpm. Top speed: 143 mph. Acceleration: 0-60 mph in 6.4 secs.

TRANSMISSION

Five-speed manual cable-change gearbox, hydraulically-operated clutch, permanent four-wheel drive with slip-dependent torque distribution, front drive through front diff and driveshafts, rear drive via three-part driveshaft, viscous coupling to rear axle differential.

SUSPENSION

Motor Sport inserts, anti-roll bar, coil springs and lower wishbones at front, semi-trailing arms at rear.

STEERING

Rack-and-pinion, power-assisted, converted from left- to right-hand drive.

BRAKES

Front 285 mm ventilated discs, rear 239 mm solid discs, dual circuit hydraulic system, servo-assisted with Bosch three-channel ABS.

WHEELS & TYRES

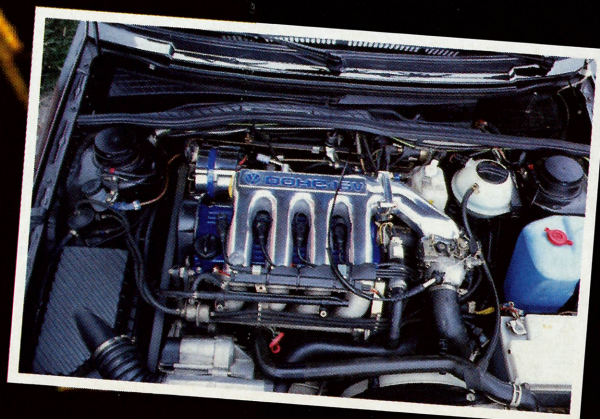
BBS 7x15 in cross-spoke split-rim alloys, Pirelli P700 195/50/ZR15.

EXTERIOR

Standard MkII Golf five-door, bigger arches and side mouldings, blue striping on front grille, Motor Sport badges, larger front indicator lenses, ducting in front spoiler for brake cooling.

INTERIOR

Full leather interior as standard, additional controls for headlight height, heated seats, dual electric mirror control, Momo steering wheel, door-locking buttons removed.



Tight fit:
16-valve lump
meets G60
supercharge