

Volkswagen Power 8V Torque, G60 Rejuvenation

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M3 LIGHT Less Fat—More Muscle



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On the cover: BMW's M3 Lightweight is a wondrous variation on a very tasty theme. Dennis Adler went to Summit Point recently to photograph David Donohue at the wheel. And Jan Knab shot the latest GTI project by the wizards at ABT.



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Light Sleeper

Upon first inspection, this 1987 Jetta leaves little imprint on the senses. It's white as non-fat vanilla tofu, and its cubic body lines have been kept largely intact. It has no chrome; no color-matched this or that. Some might even consider it a tad boring.

That's just fine.

Like my buddy Joey, an ex Army Ranger, this car has it where it counts. It's best not to broadcast your capabilities until absolutely necessary.

Based upon the simple yet effective 8-valve technology, this engine has gone through some impressive internal conditioning. Jeff Moss of Velocity Tuning increased displacement of the original 1.8-liter to 2.1-liter with a bore of 84.5 and stroke of 92.8. JE lightweight forged pistons are linked to a 2.0-liter crank, while Total Seal rings and Raceware fasteners ensure together. And that's quite a job considering the rather heady 11.0:1 compression ratio.

The block has been capped with Velocity's Stage IV 8-valve head, a heavily massaged unit that features Velocity's 275-degree cam with a .445 lift. Velocity's overbore throttle body links to the match-ported intake, while an enlarged airbox fitted with a K&N filter provides extra air. A European fuel distributor and an Audi 5000 warm-up regulator make sure the factory's knock sensing ignition stays happy. Velocity later augmented the oil cooling with an Earl's 24-row oil cooler fitted with a Velocity adapter and braided lines.

Spent gas is dumped into Velocity's short tri-y header, leading to a high flow cat and Velocity's 2.25-in race exhaust capped with a Botla dual outlet muffler.

Driving the front wheels is an 8-valve close-ratio 5-speed with several modifications. The trans has been fitted with a 4.25:1 ring and pinion and a 0.71 fifth gear. Velocity's own differential locker and a Motorsport 210mm clutch help deliver the power to the ground.

The question: How much power are we talking about? Moss claims between 160-165 bhp and has clocked 0-60 mph in 7.01 sec with a Vericom computer.

The A2 VW rides on a suspension modified with Intrax springs surrounding adjustable Koni dampers. These German TÜV-approved springs lower the chassis nearly



two inches, leaving the powder-coated 16 x 7.5-in TSW Hockenheimers and 205/45-15 AVS Intermediates with room

to breathe. Autobahn Designs hollow sway bars measure 25mm in front and 28mm in the rear, and one of their double-tube front stress bars crown the engine bay. The front brakes have been upgraded to Corrado specs: a 22mm master cylinder and 11-in front rotors gripped with Repco pads. The rear drums were retained although stainless steel lines have been fitted to improve hydraulic integrity.

Body mods include a 16-valve front spoiler, blacked-out tail lamps and European bumpers. The headlamps have been upgraded to VW's Rallye Golf system, and a factory spoiler is visible on the rear decklid.

The interior features Konig CP-400 seats. Although they look like full race buckets, they are surprisingly comfortable and lend themselves well to daily driving. The



By Vincent Donizetti
PHOTOS BY SCOTT DAVIDSON

Autopower roll bar is much the same. It's a modular unit which makes for easy entries and exits. A Momo wheel and shift knob, Razo pedal covers and additional VDO instrumentation can also be found in the cockpit.

Unlike Joey the Army Ranger, this low-key player can't avoid revealing its high-performance potential. The purposeful growl emanating from the engine bay, and that "Velocity" decal across the windshield doesn't do much to maintain the subtle approach. Ranger Joey thinks this is a bad idea; people will want proof the Jetta is as tough as it seems to claim. **B**

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