



Look forward: The driver can sit comfortably thanks to Recaro

Thomas was looking for a `daily drive`. Especially for the summer. And when it's warm outside, it's best to drive topless! Only a Golf cabriolet can be considered for this VW fan, which should be as far from stock as possible!

Advertisements tell us that you should give good friends a kiss or two. Good friends made this '93 Golf MK I cabriolet possible for Thomas. Before work started on the planned modifications, the suspension was sorted. Gas-shocks from Sachs in connection with Fintec springs make for one and a half less inches

of ground clearance. Thomas installed 1-inch aluminum inserts to raise the rear end into a wedge shape. It doesn't always have to be tough on the oil-pan!

The choice for the size of the rims is more unusual: You

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For the lo



don't see 17 inchers on many MK I cabriolets. These come from Alustar, by the way, are 7 inches wide and sealed in high-gloss for that extra shine. A touch of rubber was still needed here: Thomas decided on 205/40's Yokohama tires. Although the car was to be as

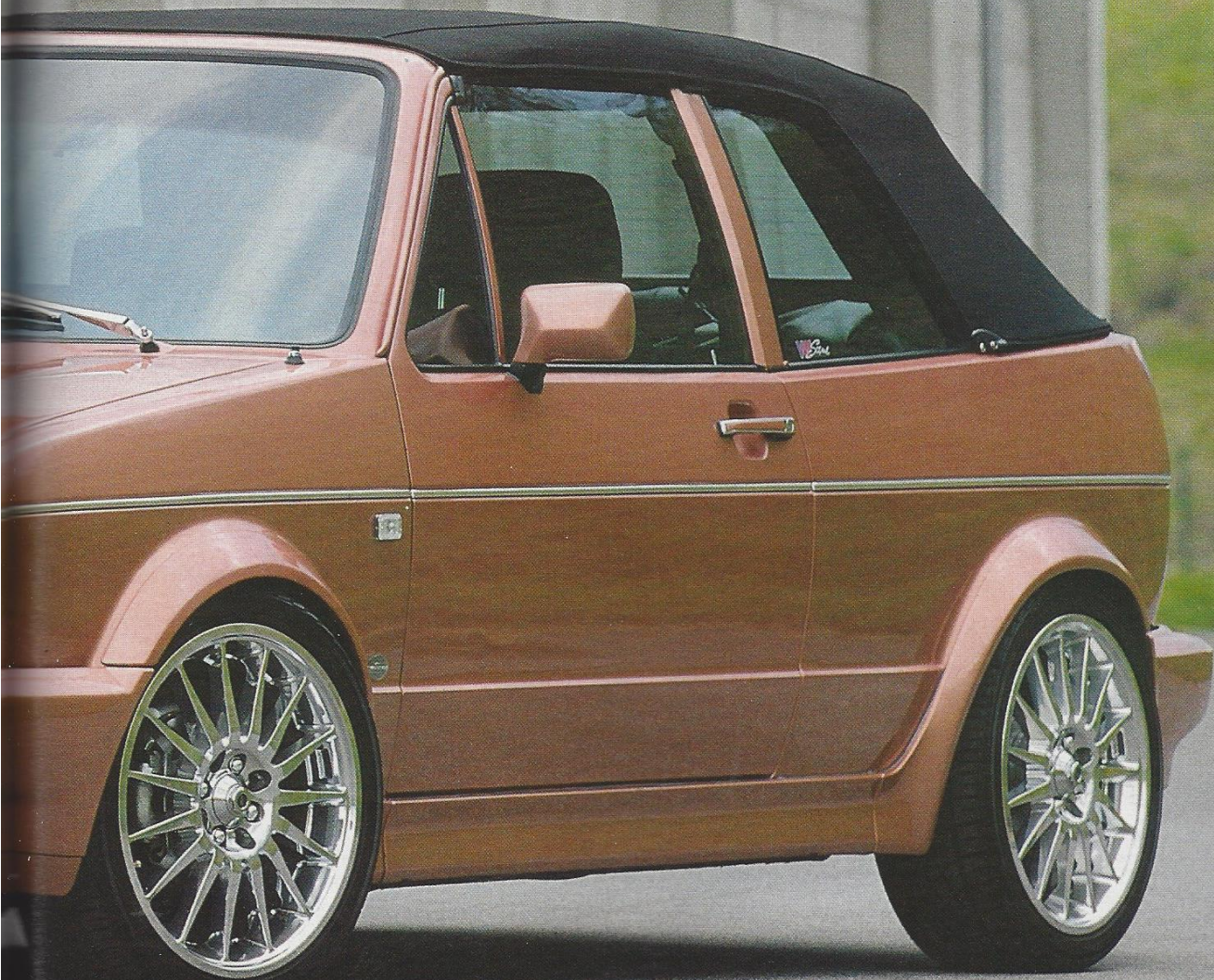


Chrome everywhere - The shining tank-cap had to be added

clean as possible, it also had to carry a smattering of chrome. Homage to the good old 70's. Which is why door-handles, trimstrips and grille surround shine for all they're worth along with the clear glass headlights. The grille is self-made and the mechanic let his

SPECIAL FROM MERTZ

of detail: Golf MK I cabriolet

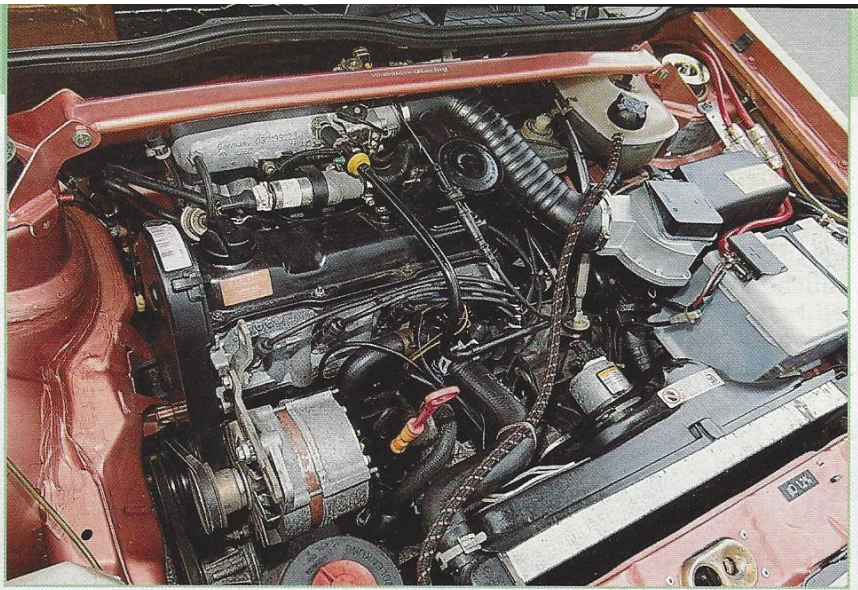


Cabby-Info.com

Hard to believe: This tasty tone is the MK I cabriolet's original paintwork

Purrs like a big cat and serves a reliable 98hp

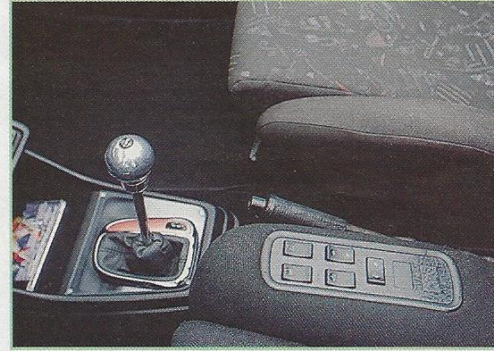
fingers also do the walking with the hood and trunk-lid. The funnels, or rather the strips were moved so that the grooves now run right down the front of the hood. The front bumper is tidy, not even the indicators are where they were. Nothing much happened to the output under the modified hood. 98 hp is enough for open-air fun. The exhaust also stayed original, apart from a central muffler from Leistrig and a Mercedes



CDI- end-pipe. The `Benz`-pipe needed freedom because Thomas had sealed the gap in the rear skirt- now there's nothing to be seen of the exhaust. Apart from that, the rear is to-

tally white- the rear lights, the third LED brake light, even the centrally installed fog-light.

On we go inside: speedo coils, additional VDO instru-



The driver's seat is electric, the gear console comes from Mercedes

ments and a polished 28 Momo make life more pleasurable. Thomas does well as the driver - Electrically adjustable, heated and if desired aired Recaro seats compliment backs and butts, whereas the right hand moves the Momo gear stick through the Mercedes gear console. When the wind gets too loud, a push of a button on the Alpine radio wakes up no less than five(!) amps which control 12 speakers altogether with a 5 channel equalizer and power 9"

The push of a pedal makes all the white lamps glow red



Some modifications only become apparent if you look a little closer



floor subs from Heca as well as a 10" USA-roll in the trunk.

The 10 fiddly hours of work become visible when the self-toned roof is closed and Thomas can look back on critical and amusing situations. He

The indicators are still there, just no longer on the bumper but behind the grille

Rims sealed in high gloss shine brightly and are a lot easier kept clean than polished ones

so completely lost track of time during the modification that was only just finished for the start of the season. What-finished? A project like this never really ends.

Text: Igor Vucinic
Photos: Dieter Debo

Scene Facts

Model: Golf Mk I cabriolet • **Model year:** 1993 • **Engine:** 1.8l displacement, everything original and left as stock • **Output:** 98hp • **Exhaust:** Leistritz mid-muffler, Mercedes end-pipe from a 270 CDI • **Suspension:** 1.5" Fintec springs with gas-shocks, 10-inch aluminum sleeve to make the car higher on the rear axel, D&W dome struts, 0.47-inch track widening on the rear axel • **Rims:** Alustar in 7J x 17" wheel offset 35, sealed and polished • **Tires:** Yokohama in 205/40 ZR 17 • **Bodywork:** Chrome on door-handles, trimstrips and tank-cap, continuous strip on the hood and rear hood, clean bumper, self-built grille, indicators behind grille, clear glass headlights, white rear lights and third brake light, outer mirrors painted, new paintjob (partly) in original color came-metallic • **Interior:** White speedo foil, VDO additional instruments, pointer painted in color of car, polished 28 Momo steering wheel, Momo gear-shift, Mercedes gear console, electrically adjustable and heated Recaro driver's seat, ceiling self-toned in black, several cockpit parts in color of car • **Car audio:** Alpine CDA 7842R, five amps, 12 speakers, Sherwood equalizer, 9-inch passenger side floor subs, 10-inch USA barrel in trunk

(owner/manufacture specifications)

