



Simplicity itself, proving great tuned cars aren't always those with the most parts. ECU map developed properly - on engine dyno - is smooth, and very potent. Suspension changes transform the GTI into something special, with race-bred thinking. A true hot hatch; fast & practical



response, sound and look they wanted were selected.

The end result of the sports exhaust, panel filter and ECU reprogramming is a hike from 197bhp and 206lb ft torque to a solid 250bhp, with 260lbft of torque, crucially available in a wider, more useable spread. And this is at just 15psi, or 1.0bar of boost pressure, so no stress for the VW FSI lump.

David adds: 'There is more to come if you are just chasing numbers, but that's not what Morego is about. We are into making great cars to drive.'

And he is not wrong. Don't be deceived by the standard looks. This is a proper wolf in sheep's clothing. And, thanks to some very intelligent handling modifications (a simple swap of the OE wishbones to Powergrip static geometry wishbones, widening front track, and a Morego wheel alignment), this Golf handles like no other I have driven. It's still a heavy car, but the suspension mods bring the GTI character alive brilliantly; with excellent turn-in and bringing the back end into play and a lovely light blend of neutrality and exploitable oversteer, brought on by the increase in negative camber the clever wishbone modification adds.

This Golf GTI is a pleasure to drive around the handling circuit -

an experience surprisingly magnified by the clever DSG gearbox, which works superbly, especially down-shifting on the paddles. The auto also made life easy for a consistently quick quarter mile time.

The only real downside is the standard brakes (and looks?). They are OK, and cope with the power hike fine, but a set of good pads would be a welcome addition.

This is a top hot hatch, modified with the right parts, and no more, creating a GTI with factory feel, but radically improved. One of the best, FWD cars I've ever driven.

Fellow tester, Jim Cameron adds: 'This car is brilliant, and could embarrass a lot more powerful and expensive stuff at a track day, and have so much tail out fun doing it. Then you could do the shopping and pick the wife up without ever having to change gear all the way home.'