



Doubt Vision

Speed Greed Meets Simplicity

■ Ink: Yvonne Liu
■ Pics: Michael Shartsis



Shawn Van Neer, of Momentum Motorsport in Port Coquitlam, British Columbia, seems to like speed (The car kind.—MAX). He's seen quite a few VW enthusiasts in his day, we reckon, two of which are Tanya Holland and Mark MacDonald.

Both drive '92 VW GTIs, although the former has a green one and the latter red. And when we asked them why they wanted to build their MRydes, the exact responses we got were, "Shawn wanted it to go fast—me, too" and "Shawn kept on saying my car was slow." Whether or not Tanya and Mark were totally egged on by Shawn, two true MRydes from top to bottom were born, thanks, in part, to this VW tuner extraordinaire.

Tanya, who works as an accountant, is still

building her GTI, although it has taken two years to date. Currently, her hatchback sports a 2.0L 16-valve engine with balanced and blueprinted factory pistons and rods, along with a Schrick 268 camshaft. With these underhood modifications, the engine boasts a compression ratio of 10.5:1. The head was ported and polished and features radius-cut valve seats, Schrick valve springs, a European intake manifold with a 50mm mouth, and a Audi 5000 Turbo fuel regulator.

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To ease the breathing duties, a custom air intake was fabricated and a Momentum exhaust was installed by Shawn, who also took care to match-port from the throttle body through the head to the header. A Eurosport header, Velocity spark plug wires, a Neuspeed oil pan, and a Momentum blue valve cover were also added to complete the engine buildup.

For her transmission, Tanya turned to Euro Ottosport, also located in Port Coquitlam. The 9A '88-'92 transmission is backed by a Centerforce clutch and Neuspeed short-shift kit. A Velocity limited-slip differential takes care of power-to-pavement duties, along with a custom-weighted shift rod.

Ride quality was ensured by Momentum with Euro accessories in the form of Neuspeed Race springs and Bilstein Sport shocks front and rear. Both the front and rear were also lowered two inches to achieve a stronger street stance. Tanya stuck with Neuspeed front 25 mm and rear 28 mm anti-sway

bars to maintain optimum road handling. Prothane bushings round out the chassis mods. For zipping to work or play, Tanya relies on 16-inch Fittipaldi Laguna wheels enveloped by 205/45-16 Toyo Proxes T1 rubber. Stopping duties fall on 11-inch Brembo brakes for Corrados coupled with Ferodo brake pads and Velocity brake lines.

To keep the lines simple, little was done interior-wise. Factory VW Recaro seats, a

Green paint, are all that meets the eye. What meets the ear, however, are purely smooth sounds by way of an Alpine three-disc head unit, Crossfire amplifiers, 5 1/4-inch mids, one 10-inch subwoofer and tweeters, all custom-wired by Momentum.

Well, enough about Tanya—what about Mark? This sales rep from Anmore, British Columbia, needed a fast but stealthy rep car for the city. For the past eight years, Mark and Shawn have put their heads



“Not only is speed the Momentum style, but simplicity as well.”


MOMO Sport steering wheel, a MOMO SuperAnatomico shift knob, and Toko pedals are all that can be discerned. The exterior echoes that theme as well. A factory body and rear wing, along with Hella H4 lights and the factory Montana

together to build a clean Golf. Mark's MRyde sports a 2.0L 16-valve four-cylinder engine with a compression ratio of 10.5:1 and a Garrett chip. A Schrick camshaft, ported and polished head, custom valve guides, radius-cut seats, Schrick valve

springs, and a 50 mm Euro intake manifold are all part of the underhood mods that mirror Tanya's GTI. Where the similarities end lie in Mark's choices—a K&N air filter, Velocity Big Bore throttle body, stainless Scorpion exhaust, Supersprint header, and Nology Hot Wires series spark plug wires. Other features include a Schrick alloy baffled oil pan, and a coil amplifier.

Shawn worked over the transmission and added a Neuspeed short-shift kit, MOMO shift lever, a Centerforce clutch, and a lightened and balanced flywheel. The suspension was stiffened up with Spax Progressive Rate lowering springs in the front and rear, working in conjunction with Spax adjustable shocks in all four corners. Total lowering is 1.5 inches all around. A Neuspeed front strut brace and a custom rear set-up by Shawn keep the chassis firmly in place. Whether he's calling on a client or racing over to Momentum for yet another mod, Mark's road legs rely on 15-inch ATS billet-aluminum wheels rolling on 215/45-15 Toyo Proxes T1 tires. The only thing that was replaced on the braking frontier were the factory pads, which were upgraded to aftermarket Ferrodos.

Not only is speed the Momentum style, but simplicity as well. Mark's interior is as clean on the inside as it is on the outside. The factory Recaro seats are complemented by a MOMO Corse steering wheel, MOMO shift knob, Sparco aluminum pedals, and a bit of carbon vinyl on the door handles. New Autobody was responsible for all the bodywork, which included a custom homemade front-splitter and a debadged rear valance. Hella lights and Tornado Red factory paint complete the exterior touches, which definitely makes this Golf easy on the eyes. A Sony head unit and CD player plays Mark's fave music, amplified by Mission and Orion amps and Mission speakers in the form of 1-inch tweeters up front, 5 1/4-inch in the doors, and home audio hi-fi speakers in the rear, all using Kimber wiring.

So there you have it—proof that Shawn at Momentum knows his VW stuff (*But we already knew that.*—MAX). And what about Tanya and Mark? Tanya spent hours, and hours, and hours of bookkeeping to build her GTI, which she is still doing because she wants her MRyde to go even faster still. Mark's advice for those who want to build a similar vehicle? Do it all bit by bit, so you get to know what each bit does. 

[DRIVER SPECS]

TANYA HOLLAND
SURREY, BRITISH COLUMBIA, CANADA

DID YOU LIKE TO CRUNCH NUMBERS?

I like to make my car go fast

WHAT'S THE ESTIMATED VALUE OF YOUR MRYDE?

Priceless—it's mine till death do us part

WHAT'S THE MOST UNIQUE FEATURE?

It's owned by a girl

AND WHAT ABOUT SHAWN?

He gets very frustrated when I tell him I want it to go faster still...



[TECH SPECS] '92 VW GTI

ENGINE:

VW 2.0L, 16-valve, four-cylinder engine, Schrick 268 camshaft, balanced and blueprinted pistons and rods, ported and polished head, radius-cut valve seats, Schrick valve springs, 50 mm European intake manifold, European fuel injection, Audi 5000 Turbo fuel regulator, custom air intake, Momentum exhaust, Eurosport header, Velocity spark plug wires, Neuspeed oil pan, Momentum blue valve cover, match-porting from throttle body to header

DRIVELINE:

'88-'92 9A transmission, Velocity limited-slip differential, Neuspeed shift kit, Centerforce clutch, custom-weighted shift rod

SUSPENSION:

Neuspeed race springs front and rear, Bilstein Sport shocks front and rear, Neuspeed 25 mm front anti-sway bar, Neuspeed 29 mm rear anti-sway bar, Prothane bushings

BRAKES:

11-inch Brembo front brakes, Ferredo brake pads, Velocity brake lines

WHEELS/TIRES:

16-inch Fitipaldi Laguna wheels, 205/45-16 Toyo Proxes T1 tires

BODYWORK/LIGHTING:

VW Sport body kit, Hella H4 conversion, factory VW Montana Green paint

INTERIOR:

Factory Recaro seats, MOMO Sport steering wheel, MOMO SuperAnatomic shift knob, Taka pedals

MOBILETRONICS:

Alpine three-disc CD head unit, Crossfire amplifiers and speakers

PROPS/SHOUT-OUTS/MAD LOVE:

Momentum Motorsport, Shawn Van Nee, and Shawn Lang



[DRIVER SPECS]

MARK MACDONALD
ANMORE, BRITISH COLUMBIA, CANADA

WHAT KIND OF BRAIN DOES SHAWN HAVE?

A small one. Ho ha, just kidding...

WHAT ARE THE MOST UNIQUE FEATURES ABOUT YOUR GTI?

It's clean, clean, clean...the splitter, and the screaming 7400 redline

WHAT DID YOU LEARN FROM THE BUILDUP?

How much it costs

HOW MANY CANADIANS DOES IT TAKE TO CHANGE A SPARK PLUG?

How many Floridians does it take to punch a ballot correctly?



[TECH SPECS] '92 VW GTI

ENGINE:

VW 2.0L, 16-valve, four-cylinder engine, lightened and balanced flywheel, Schrick camshaft, ported and polished head, custom valve guides, radius-cut seats, Schrick valve springs, 50 mm European intake manifold, K&N air filter, Velocity Big Bore throttle body, Scorpion stainless exhaust, Supersprint header, Nology spark plug wires, Schrick alloy baffled oil pan, coil amplifier, Garrett chip, match-parted throttle body and intake manifold to head

DRIVELINE:

VW five-speed transmission, Neuspeed shift kit, MOMO shift lever, Centerforce clutch

CHASSIS:

Spax Progressive Rate springs, Spax adjustable shocks, Neuspeed front strut brace, custom rear strut brace

BRAKES:

Ferredo brake pads

WHEELS/TIRES:

15-inch ATS billet-aluminum wheels, 215/45-15 Toyo Proxes T1 tires

BODYWORK/LIGHTING:

Homemade front-splitter, Hella lights, factory Tornado Red paint

INTERIOR:

Factory Recaro seats, MOMO Corse steering wheel, MOMO Corse shifter knob, Sparco aluminum pedals

MOBILETRONICS:

Sony head unit and CD player, Mission/Orion amplifiers, Mission speakers, Kimber wiring

PROPS/SHOUT-OUTS/MAD LOVE:

Momentum Motorsport, RPI, Deon Performance, As New Autobody



92 VW GTI