## 4. Morego MK5 VW Golf GTI 250

### Specification
**MOREGO MK5 VW GOLF GTI250**

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| **ENGINE** | Two-litre, 16V, DOHC turbocharged FSI engine with BBR sports cat stainless steel exhaust system, uprated panel air filter, Morego ECU remap |
| **TRANSMISSION** | Standard DSG six speed |
| **BODY** | Standard Mk5 Golf GTI |
| **INTERIOR** | Standard Mk5 Golf GTI |
| **CHASSIS** | Powergrip front wishbone upgrade, wider track, Morego BBR wheel alignment |
| **POWER** | 250bhp and 260lbft |
| **PRICE** | £495 + VAT for suspension and £995 for engine package, fitted |
| **OVERALL MARK:** | |

Embarking on this test at very short notice (thank you), David Brodey did not have time to give his Mk5 Golf GTI250 demonstrator a wash, the service or new tyres it 'desperately needs,' and apologised profusely for its state. But he need not have worried, as even in this road-weary demo car state, the Morego Golf GTI was astonishingly good. And like most things this good, astoundingly simple. A lesson to us all in tuning.

> **'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'**

Of course simplicity comes with experience – something Morego MD David Brodey has in droves, having been winning motorsport races since 1963. And it's this race-derived success that Morego offers its fast road and track customers today.

This is their demo Mk5 Golf GTI250, equipped with VW's (surprisingly senstational) DSG auto/manual/tiptronic 'box, and a raft of simple, but incredibly effective modifications; extracting the most from the VW's two-litre turbo four pot FSI, and a 90% standard chassis.

On first impressions, one might think this Golf 'just' had a simple exhaust, air filter and ECU reflash. But things run deeper than these surface facts. Rather than a simple 'plug in and play' ECU remap, or a piggyback 'chip,' Morego have taken an engine out of a Mk5 Golf GTI and had it on their Superflow 7000 engine dyno – providing the opportunity of hours and hours of mapping; at every conceivable throttle position, for any length of time and with a proper load on the turbo. Nice.

The Golf spent hours on the dyno, being mapped and re-mapped; with different sports cat exhaust systems and panel air filter set-ups... until the set-up delivering not just the power and torque curves they were after, but driveability, throttle