4. Morego MK5 VW Golf GTI 250

Specification
MOREGO MK5 VW GOLF GTI250

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