

CHECK OUT THE LATEST ISSUE
FROM **EVO** AND **STO** TUNING



EVO
Performance

TUNED WITH:
STO



SOMETHING WICKED
THIS WAY ROLLS



245KW, 450NM
**YOU'RE JOKING...
RIGHT?**

THEY SAY THE DEVIL IS IN THE DETAILS. THAT MAKES THIS VW CADDY A PROPER STREET DEMON, INDEED.

THE BUILD

Something's not quite right here. It's a humble Volkswagen Caddy yet, it's not is it? Not really anyway. There are differences here, nuances, can you tell? And it's not that orange paint job by the way, that's a factory colour. Even those beast 19" lightweight alloys are a product of its sister-firm, Audi. No, the bit that's really offset against the VW's utilitarian image is that bumper, robbed off a Golf R. Ditto the rear bumper and diffuser. These aren't straight fits by the way, there was much cutting and shutting

necessary to get the aesthetics resolved. The Golf scavenging is not limited to the bodywork. Aw, hell no. It's what lies underneath that will truly get to salivating. But first, here are the headlines; a force-fed 245kW and tornado twisting 450Nm. Have we piqued your curiosity?



HEAVILY PILFERED VW AND AUDI PARTS BINS MAKES THIS A VERY UNCONVENTIONAL FACTORY CADDY





THE DREAM TEAM RESPONSIBLE FOR GEORGE'S (MIDDLE)
ONE OF A KIND TRACK-READY CADDY VAN



Shirraaz (Georgie) Essop has accumulated a long line of tuned German machinery, and Volkswagen products have long enthralled him, so when gifted with a rolled VW Golf 5 GTI, the decision to do something silly was imminent. That's right, beneath that humble exterior lays the KO4 turbo-charged heart and drivetrain of a GTI, swapped meticulously by Amien Mowzer and wired, harness and all, methodically by Mohammed Maxwell. It's a very sophisticated job this, essentially all the electrical work including the ECU, loom and all from the Golf. As for Amien's contribution, that stock 2 litre four-pot has been extensively corrupted with power thanks to STO software, KO4 injectors, a KMD high pressure fuel pump, an Audi S3 intercooler and blasted through a custom Evolution 76mm stainless steel exhaust system. Essop calls this the ultimate selfish family man's car. We agree. Stopping power is derived again from an

Audi S3, whilst the suspension has been steam rolled flat thanks to a full KW install. Proper driving will reveal how this holds up in the real world.

Clamber aboard and the Golf R donations continue, most notably the super grippy bucket seats, recovered here to suit the Caddy. The clocks and instruments are pilfered from the GTI, so they work just the way they do on the factory car, in fact everything about the cabin screams premium stock – I can see why this conversion has taken months to achieve. Still, the test is in the taste, and on a crisp, clear Sunday morning there's no better opportunity to.

THE DRIVE

Some cars promise an exhilarating experience just when you look at their fact sheets. Others stir emotions and desires just by their appearance, their stance and visual menace. This was a combination of that, plus the promise of

driving something with unprecedented one-offness. Mostly, I knew that the mathematics involved here shouldn't work, you can't put this much grunt into something this raw, this light. As it turns out, you bloody well can. Getting comfy in the buckets is easy, twisting the GTI engine into life a cinch. Shifting the manual box into 1st gear was equally easily achievable, this was living up to becoming a mundane experience. But then I dropped the clutch and that giant metal box on wheels resonated with the sound of a hundred bumble bees being funnelled into a coffee can. It's loud, and perfectly synced to that fierce blurring of the horizon and indeed my peripheral vision. Second Gear! Third! Each shift was punctuated by a tyre screech as the front wheels lost traction then found them again, barely audible above the four cylinder roar, echoed in the Caddy's load bay. Power delivery is so

smooth, with a rev range that pulls cleanly from just about anywhere in the torque band. Now, my test route involves quite a lot of factory industrial area and these things are usually peppered with traffic circles, many of them linked. Nirvana really, for a proper testing of the car's handling capability. It's simple really, its chaos. Pile into a corner, mash the brakes into the carpet then turn in. The front end is remarkably responsive, but reapplying the throttle early will cause a bag of understeer to materialise. Not a problem really, as jumping off the throttle will drive the G forces to the rear, allowing the front rubbers to grip and

forsaking traction on the rears allowing you to transition wildly from under- to oversteer. Being able to switch between the two all on the throttle amidst a glorious metallic whoofing soundtrack – now that's entertainment! Hysterics aside, it's quite placeable from corner to corner, and if you can get used to the wild

quite a precise driving tool, if somewhat of a tyre eater. An LSD is on the cards for Essop, which should really finish off this beast box. Evolution has performed a miracle on this build, and Essop can be proud of his very unlikely devil sleeper.

EVO
Performance



PROPER DRIVING WILL REVEAL HOW THIS HOLDS UP IN THE REAL WORLD