

By David Fetherston

This immaculate "white knight" belongs to a northern California VW fancier who simply will not own automobiles built by any other manufacturer. Though he's only 24 years of age, John Barclay has already owned four VWs.

ley, California.

Underside revisions include adjustable Sachs coil spring/gas shocks, aided by Neuspeed 22mm front and 28mm rear anti-roll bars, which were installed with a complete set of polyurethane bushings. Several components

White Knight-rous

This 1985 Cabriolet is his favorite.

John has gone completely through the car with an eye toward making it the ultimate Saturday night special: The suspension has been revised, the motor reworked, the body facelifted and the interior refashioned. Much of the work was carried out by John, in concert with Griffin Motorwerke in Berke-

were fitted to decrease chassis flex and increase torsional rigidity: Both front and rear suspension turrets were tied together with upper and lower stress bars, also from Neuspeed.

To give the car that extra measure of grip that all performance drivers seek, John chose 7x15-in. BBS RS001 wheels for their beauty and durability, capping them with excellent

Bridgestone RE71 uni-directional radials, size 195/50-15.

The body has been revised with a few key additions. European bumpers significantly reduce weight, while a Zender Z-20 kit adds an aerodynamic touch to the Cabriolet's already neat lines. A new Alpine White paint job emphasizes the cleanliness of this ragtop's presentation.

Inside, black and gray striped Recaro sport bucket seats deliver their legendary ergonomic brilliance, while a custom-made Recaro bench fills in the rear of the compartment, which was expertly covered by Maria Jenkins at Rainbow Auto Upholstery in Berkeley.

The center console contains a full package of VW Motorsport, Oettinger and VDO instruments. These include oil temperature and pressure, coolant temperature and an exhaust pyrometer.

No self-respecting cruiser would dare show up on the Saturday night scene without an impressive sound system, and this one is a super boom box. It uses three ADS amplifiers mounted in a custom trunk pack, a Sony AX 200110 CD player and stereo head unit mounted in the dash. The amplifiers deliver a total of 1100 watts and require two batteries to power them.

The cassette player sits in the old ashtray rack, but its installation required John to fabricate new heater relay shafts out of fiberglass so he could gain the added depth the tape unit required for flush installation.

In keeping with the power of the system, John installed a suitable speaker system using a pair of 15-in. Kicker sub-woofers, two bazooka tubes fitted with Nakamachi 8-in. sub-woofers, two Kicker 5 1/4-in. mid-range and two Kicker tweeters.

Under the hood is a beautiful example of how the aftermarket can take Wolfsburg's work and




make it better. Brian Angleo, at Griffin Motorwerke, built the motor using a 1988 Passat block with 2068cc displacement as the starting point. Brian utilized an Oettinger forged crank, Carrillo (1.8) rods and Oettinger/Mahle forged pistons. This combination produced a compression ratio of 10.2:1. A Melling oil pump and external oil cooler form the basic oil system. The flywheel, bearings and oil pan are also Oettinger items.

On top is a 1985 Oettinger 2-liter 16-valve cylinder head, which was ported, polished and port matched. It also uses the full gambit of Oettinger pieces, including 27mm exhaust and 31mm intake valves. Brian did much of the head work, revising the chamber shape and re-flowing the ports. The cams are Oettinger, with 0.50 lift, 276 intake and 272 exhaust.

The induction system uses an Oettinger 16V fuel-injection unit with a drilled air box. Additional power is gained through a custom Stage III NOS nitrous system. The exhaust exits through an Oettinger header pipe, which mates to a Gillett 2-in. exhaust and muffler. Spark is delivered from an Oettinger-modified VW distributor.

Power is delivered to the front wheels through a 210mm Sachs aluminum racing clutch and pressure plate to a modified 1988 16V five-speed transmission. An Oettinger 3.40 limited-slip differential completes the driveline mods.

As you can imagine, this "white knight" is no saint. It's a road-burning beast of the first order, fed by 190-plus horsepower and controlled by a taut, well-engineered suspension. Open-air motoring has never been so good. 

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