

Volkswagen Golf (All generations)



MK2

If you can pick up a well preserved GTi 16v version at less than £1000 it's really worth importing because this once "cult car" is near extinction in SA due to write-off accidents and ugly body kits. The car is basically the victim of it's own success. And if you can still find one it will have 400 000km of hard use behind the back. The low mileage, well cared for examples (if you can find one) sometimes sell for as much as R70 000 in South Africa! The GTi 16v were sold with a 1.8L engine when launched and received a 2.0L in the later face-lift. Both of them are quite fast and very entertaining to drive!



MK1

If you can find an original, good condition GTi at a price of less than £1000, it is a collector's bargain. Most of these GTi does have been the victim of write-off accidents, or has been modified beyond recognition with very bad taste.

The other Golf MK1 to consider is the cabriolet, usually referred to as the Clipper . It's a total classic in SA and as such it's regarded by many as a collectors car and can fetch prices as high as R60 000 if in a good, original condition. It must be however noted that it would be a 1.8i without any rips or tears in the roof.

Note: The Golf MK1's are not very safe in an accident, so if crash safety is important to you don't bother with a Golf 1, rather look at the Golf 3, which was also sold as a convertible.



By the time the Golf 3 were launched it became a grown-up kind of budget German, small executive car with impressive refinement levels, good reliability and very high built quality. Even at today's standards it is still a good drive. The Golf 3 has been, like its predecessors, a massive success. Another positive feature about this Golf is that it's totally "classless", as in the fact that everyone from poor to rich still likes to drive Golf 3's. See, they age very well as this 1993-launched car still looks good 16 years down the line. It's also cars that can take high mileage with ease when maintained well.

Only selected Golf 3's are worth importing however.

-The GTi 2.0 16valve with 110KW were never sold in SA, only the under powered and bit boring GTi 2.0 8 valve with 85KW was available to South Africans. So, this would make the GTi 16v (0-100km/h in 8.0sec) really something to consider as an export car as it would make an economic, cheap and cheerful runabout in SA. Although the Golf 3 were never sold in SA in three door form, (only 5dr) an imported 3dr should fetch a higher price than its 5dr brother due to being something "unique and foreign".

The UK spec GTi's were not fitted with aircon as standard, so budget +-R5000 to have an aircon kit fitted in SA, or see what used aircon kit you can find on ebay.co.uk and have it fitted in South Africa. Another thing that would make a Golf 3 GTi more "sought after" in SA would be a sunroof, which most UK customers ordered with their Golf's anyway. If you want a sunroof in your Golf 3 that lacks one, you should be able to pick up a complete kit (used) on e-bay.co.uk for about £100-£150 and prepare to spend about R1500 in SA to get it fitted.

Golf 3 GTi 16v prices start at £500 for a high miler in need of attention, but £1000 should be enough to buy you one in good

condition with about 100 000miles on the clock while £2000 should get you an immaculate example, fully kitted with say 70 000 miles behind the back. Things to pay attention to when buying are functioning electrics (e.g. the windows), full service history and signs of accident damage and abuse. Unless you really want an automatic, stick to a manual.

-If you really want a brilliant Golf 3 then you must have a look at the VR6 – a legend in SA amongst petrol-heads! It's not as fuel efficient as the GTi but much more fun and the sound track from it's 2.8 V6 sounds beautiful! It has 128KW and the 0-100km sprint took about 7.6 seconds when new. Prices are very similar to the GTi 16v due to a higher insurance bracket in the UK on the VR6, thus making them very affordable. They are usually well equipped as well. The VR6's are extremely scarce in SA as their owners are very reluctant to sell them until it reaches very high miles, and should you be able to find a low mileage, accident free example it's quite expensive. (they can sell for as much as R70 000!) In future years to come a VR6 will become a collector's item. Things to look for when buying are as per GTi.



-If you want an affordable convertible then have a look at the Golf 3 cabriolet. Prices start at £1000 for a 2.0L that's got about 100 000 miles behind the back while £1500 should buy you a cabrio with 60 000 miles on the clock. As per GTi and VR6 these cars are scarce with low mileage in SA and can be quite expensive. Tips for buying: Avoid the underpowered 1.8L and go for the 85KW 2.0L. Pay special attention to the operation of the electric roof and check for rips or tears. Used hoods sell for about £300 on e-bay. Other things to look for are as per GTi / VR6. Note: the Golf 4 cabrio was actually a Golf 3 with a reworked nose, so don't pay extra for a Golf 4 cabrio.



A Golf that grew bigger and more upmarket from its already great predecessor, also featuring a higher spec level.

Unfortunately the Golf 4's don't depreciate as fast as the earlier generations in the UK compared to South Africa.

This is only on the mainstream Golf 4's however. (e.g. TDi, GTi, 1.6L) There are two versions that make absolute sense, and that would be the quick VR6 4Motion and the even quicker R32, the latter also being 4Motion. Should you wonder what 4Motion mean, well it means four-wheel-drive fun and grip on any surface you can throw at it and it feels like its running on rails around corners at illegal speeds. The 4WD-system came with compliments from Audi's A3 Quattro, so even though the 4WD Golf 4's were never sold in SA obtaining driveline-parts wouldn't be a problem as

Golf 4

the A3 Quattro is sold in South Africa.

The good news is that a UK-sourced and exported to SA VR6 4Motion would cost you less than the much "tamer" Golf 4 GTi would in South Africa, even if you compare similar year models! The Golf 4 VR6 produced 150KW which resulted in a 0-100km/h sprint time of 7.1 seconds while the wilder R32 with 182KW of 3.2 V6-power propelled itself from 0-100 in 6.3 seconds – not bad for a Golf!

Prices start at around £3000 for a VR6 4Motion, but watch those miles on the clock. Here is an example of an ad, but with some more shopping around you should be able to find one for the same price but much lower miles on the clock.

2001 VOLKSWAGEN GOLF 2.8 V6 4MOTION 3DR 60000 MILES ONLY

Price:

£4,490

Features:

- 60,000 miles
- Manual
- black
- Petrol
- Hatchback
- 2792 cc



Full Description:

Glossary of Terms

3 Doors, Manual, Hatchback, Petrol, 60,000 miles, black. Climate Control, Air conditioning, Heated door mirrors, Lumbar support, Height adjustable drivers seat, Passenger airbag, Rear headrests, Steering wheel reach and rake adjustment, Electric windows, Alloy wheels, Immobiliser, Side airbags, ABS, Radio/CD Multichanger, Cloth seat trim, Sports seats, Isofix child seat anchor points, Front head restraints, Front fog lights, Remote central locking, Drivers airbag, Service indicator, Trip computer, Central locking, Alarm, Electric sunroof, Traction control, Body coloured bumpers, Front armrest, PAS, Rear armrest, Radio/Cassette. Insurance Group:17E, SIX SPEED BOX PRIVACY GLASS LIFE TIME WARRANTY INCLUDED WITH THIS VEHICLE, £4,490

The R32 version's prices start at £7000 which is little money for an "exclusive, German hatch" that'll draw plenty of attention at traffic lights, but do compare prices to the more common A3 3.2 Quattro in South Africa before buying.