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## BEST DUB PRODUCT



### Superpro bushes

You might have noticed when casting a beady eye over our feature car tech specs that SuperPro bushes crop up quite a bit. That's probably because standard bushes deliver huge performance benefits without compromising ride quality or increasing noise and vibration. So it's no coincidence you voted them *GOLF+* Best Dub Product of 2010.

A suitably chuffed Richard Fearn from SuperPro told us that whilst it's been a busy 2010, 2011 promises to be even more action packed: "We're about to release a high performance version of the Mk5/6 Golf front control arm bushes which have been developed in conjunction with competition users with cars producing in excess of 400bhp. They are suitable for high performance road use as well as track and rally use – and the good news is that they will be a similar price to the standard bushes." Equally exciting is news that SuperPro has renewed its headline sponsorship of the VAG Trophy in 2011, a six-race series for cars manufactured by the various members of the VAG family with regulations that will ensure a wide variety of cars will take part. But that's not all – the firm will also be co-sponsoring the Mk2 GTi Championship. Said Richard: "The two series together offer close, exciting and surprisingly cost-effective ways of going racing with many competitors in both series using standard SuperPro road car bushes to great effect – including the VAG Trophy winner in 2010, Mark Jenkins in the Slidesport Mk5." Full details of the calendar and regs for 2011 are with the MSA for approval at the moment, and SuperPro will be announcing further details early in the new year.

★★★★ BEST GOLF MK3 ★★★★★

## GETHIN EVANS



It's difficult to appreciate the fine finish on Gethin's Mk3, but when he told us that he'd made his fingers red raw rubbing down the high build primer preparation, it all starts to make sense. Indeed, Gethin did most of the work himself on project 'Home made', sourcing a complete VR6 from a local breaker for donor parts, then finding another pristine three-door shell to bolt all the parts on to, overcoming plenty of problems on the way. For instance, those sparkling Gotti rims with their minimal offset and BMW stud pattern could only be made to fit after a custom made hub adaptor had been commissioned.

Not being one to sit still for very long, it's no surprise Gethin's already made a few changes. "Since the feature I have fitted a Rayvern Airride kit complete with custom switches and air tank built into a rear strut brace. I have also changed the colour of the roll cage to body colour and fitted standard joey modded headlights. The Gottis are also now sold and I have just built myself a set of AC Schnitzer Type 1s, of which I have never seen on a Mk3 before. Over the next year or so I will be working even more closely with United Motorsport in the UK to uprate my current drivetrain in the car and fit a forged bottom end in the engine so I can run a couple of hundred extra horsepower. A short runner



intake from United Motorsport should also have found its way onto the front of the engine by the time this is in print. A set of six-pot brakes are also on the cards as the TT 312s are only just fit for the job." Get in!

