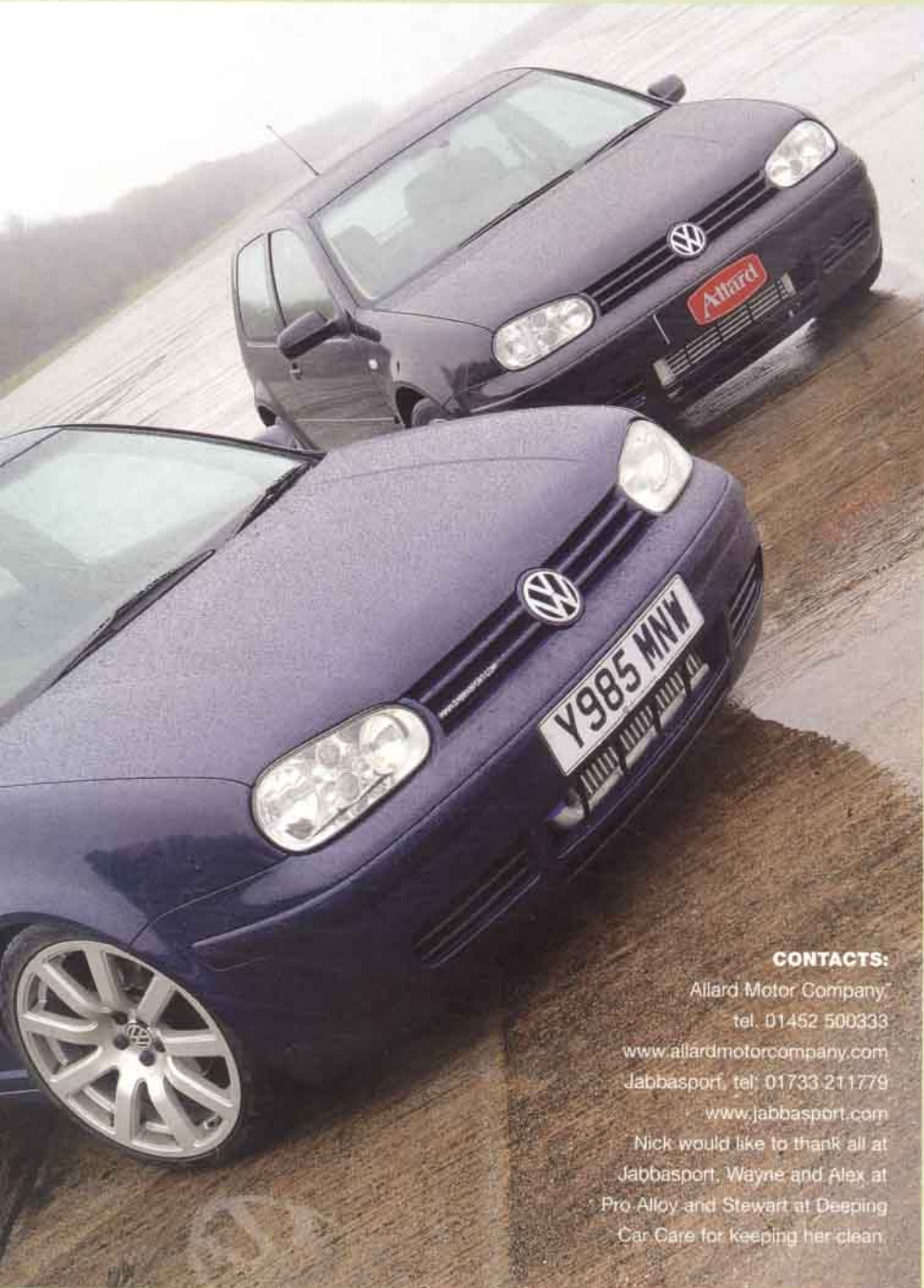




Above: boasting a bigger charger, larger intercooler and ECU remap, the 1.9 turbo-diesel lump provides over 310lb.ft of torque



more evenly matched though, as the Allard turbo-diesel clocked a 10.75 second time, compared to the GTI's 11.9 second figure. On its top speed run Lloyd saw 121.5 mph. Not bad, but some way short of the petrol car, partly explained by Lloyd backing off given the semi-experimental ECU settings, so he's confident of more to come.

Diesel Mk4 figures

0-60 mph:6.78 sec
Standing quarter:16.1 sec
30-70mph 3rd gear:7.5 sec
40-90mph 4th gear:10.75 sec
Top speed:121.5mph

Much to mull over then. We didn't expect the turbo-diesel to be quicker 0-60mph than the petrol and then be slower over a standing quarter. Scores? Diesel one, petrol one. Given the diesel's low down pull its in-gear advantage was easy to predict, yet not to the tune of nearly eight seconds in third gear. Diesel two petrol one. Top speeds enabled some clear water to emerge, with the petrol car winning out over the PD130. So that's two all. Then take prices into account. Allard's package is the priciest, weighing in at over £3k fitted, but Jabba's petrol 1.8T costs about half as much, so you could argue it's a better bang for your buck. Petrol three, diesel two. But then the diesel is less juicy, so again were back at a score-draw...

Splitting the difference between these two in a head to head dual isn't as easy as you'd think. But that's great news for Golf fans because either petrol or diesel, you've got more choice than ever before in how you get your tuned VW kicks. On this evidence, everyone's a winner. +

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