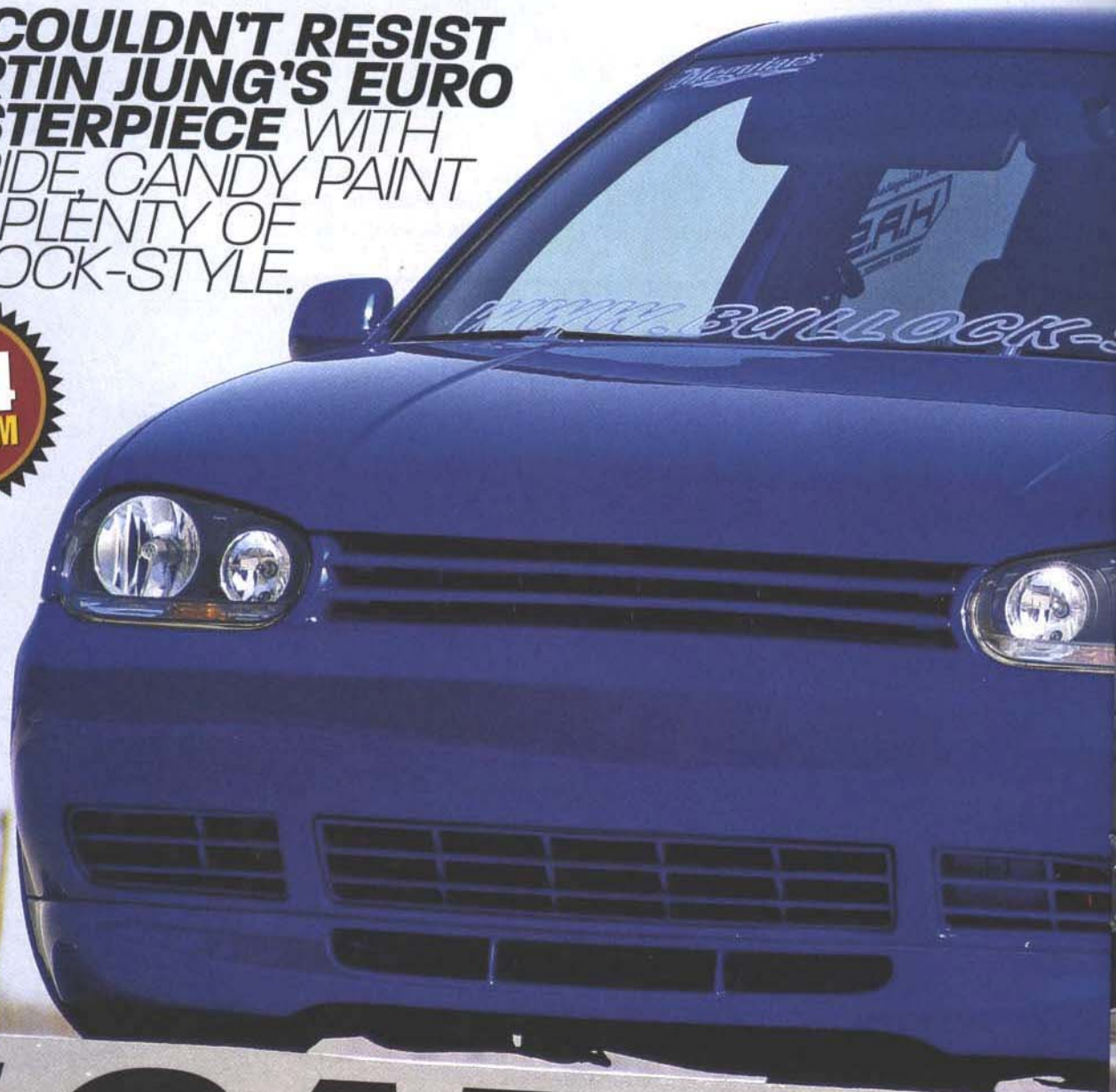


**WE COULDN'T RESIST  
MARTIN JUNG'S EURO  
MASTERPIECE WITH  
AIR RIDE, CANDY PAINT  
AND PLENTY OF  
BULLOCK-STYLE.**



# LOAD OF

WORDS GREG EMMERSON  
PHOTOS MIRANDA MEDIA

**W**hile you enjoy poring over our Essen '07 coverage elsewhere in this issue, we would like to take you back 12 months to last year's Essen show. In the *et* 3/07 issue, we brought you ten pages filled with the greatest cars from the 2006 show, one of them being this stunning Mk4 GTI.

It took us a while to track down the owner and a local photographer, but we're finally able to bring you Martin Jung's candy blue GTI in all its shimmering glory.

He works as a mechanic at a German tuning shop called Bullock-Style in Altendiez, near Koblenz. They specialize in chassis mods, including air suspension systems, but offer a wide range of tuning and styling parts for a variety of vehicles.

As you can see, 30 year-old Martin has utilized his mechanical knowledge of air ride to create the slammed stance of his '01 GTI. He takes the car off the road every winter to work on it – and those German winters can be very long!

Beyond its ride height, perhaps the

dominating aspect of this GTI is its House of Kolor candy paint. Look beyond that and you'll find plenty of cool custom work integrated into the blue body to mark this out as a very special Veedub.

Starting at the front, we find a badgeless grille atop a smoothed bumper, devoid of its black rub strips, which were also eliminated along the flanks. Below this, you will find front and rear spoilers from the European 25th Anniversary Edition GTI (similar to our 337 edition).

Moving down the sides of the car, we





# BULLOCK



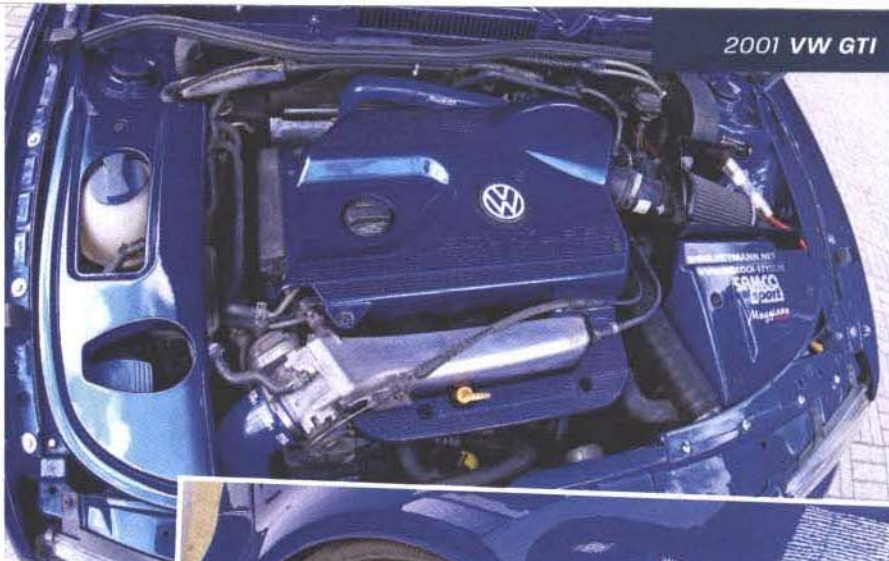


re distracted by the deleted rub strips but wouldn't overlook the stubby mirror borrowed from a Japanese-spec Golf. Nor should we ignore the painted rain channels on the rear section of roof.

As we arrive at the rear we discover a tailgate minus its badging, handle, wiper and roof spoiler. We also see some distinctive tail lights. And while these might not be to everybody's taste, Martin has integrated them nicely by painting part of the housings. The round LED lights that are left exposed are split into four quadrants for the rear light, brake, indicator and reverse functions. Two further strips located on the side provide secondary indicator lights.

With the body mods complete, the car was swathed in a flat black base coat, followed by candy silver and then 13 coats of candy blue before it was protected by two additional clear coats. Assuming the original paint remains below all of it, this GTI must be carrying 1000 of paint!

We already mentioned the HAS air ride, but



(above) Mechanical tuning on 1.8T is mild compared to optical tuning with candy blue paint on engine covers



(right) 18" Evox RM4 wheels tuck nicely under the fenders thanks to HAS air ride

(left) Painted light housings leave tail light and separate indicators exposed. Four triangles in round light act as brake, indicator, reverse, etc





## TECH SPEC

### 2001 VW Golf GTI

**Owner:** Martin Jung

**Location:** Altendiez, Germany

**Occupation:** Bullock-Style Tuning

**ENGINE:** 1.8-liter four cylinder 20v with BSR cold-air intake and K&N 57i kit, Muggianu Turbo blow-off valve, Samco hoses, custom Bullock-Style 3" stainless steel exhaust with two mufflers and two 76mm tailpipes, Audi TT engine cover color-matched to car with chromed hood latch bolts

**DRIVETRAIN:** five-speed manual transmission

**SUSPENSION:** HAS air-ride with Koni dampers, two 15 liter air tanks and a Vieir 450 C air compressor, H&R sway bars, Wiechers stress bar

**BRAKES:** Audi S3 front brakes using 312mm cross-drilled Zimmermann rotors, stock rear brakes with drilled Zimmermann rotors

**WHEELS & TIRES:** 18x8" front, 18x9" rear Evox RM4 three-piece wheels with 5mm front spacers, 225/35-18 Kumho Ecsta KU19 tires

**EXTERIOR:** smoothed bumpers with 25th Anniversary GTI front and rear spoilers, In Tuning side skirts, Lester tailgate fill panel, de-badged grille, custom tail lights, VW logos, rub strips and



rear wiper removed, painted roof channels, stubby Japanese-spec driver's door mirror, car painted in House of Kolor Cosmic Candy blue paint comprising one coat flat black, one coat candy silver, 13 coats candy blue and two coats clear lacquer

**INTERIOR:** Audi S3 front and rear seats, 320mm Momo

Millennium steering wheel, custom panels for boost, oil pressure, oil temp and suspension air pressure, black 25AE GTI headliner with A-, B- and C-pillars trimmed to match, custom trunk conversion for suspension components

**CONTACT:** [www.bullock-style.de](http://www.bullock-style.de)

(above) Front and rear seats are from Audi S3 (right) Auxiliary gauges in center console monitor boost, oil and air suspension pressure



the bulky components that allow the car to sit so low are discreetly hidden. The two 15 liter air tanks and the compressor that fills them are hidden below the trunk floor, only visible through a plexiglass panel in the carpet. Even the system's switchgear is concealed, leaving just those tucked, grey, 18" Evox RM4 wheels as testimony to its presence.


With access to vehicles unavailable on this side of the pond, Martin chose to plunder the Audi S3 for parts, robbing its front and rear seats, front brakes and engine cover for his project.

He also fitted the 25AE black headliner inside the GTI, trimming the pillars to match, giving the somber interior a dash more class.

The center console features piano black trim that also houses a quartet of gauges to monitor oil temp plus boost, oil and suspension air pressures.

The reason engine parameters are monitored is that Martin has added strategic tuning parts to tease his 1.8T up to 190hp with a custom Bullock-Style exhaust, cold-air intake and a smidgen more boost.

And since he had paint in the spray gun, he had the Audi TT engine covers painted in the same candy blue. With the addition of Samco hoses under there, the 20v motor looks good enough to eat.

Combining a great mix of parts and a few innovative ideas, both Martin Jung and Bullock-Style have again proved there's plenty of life left in the Mk4 chassis if you're prepared to have a go. 



Suspension's air tanks and compressor visible through window in floor