



NL **TJ-GN-41**

**#74**

**Volkswagen  
Golf (Mk IV)  
1.8 5V Turbo GTI  
(1998)**

***Minichamps  
"Generation Golf"***

**Period:** 1997-2003

**Built:** 4,098,000

**Engine:** 1.8 4-cyl. turbo

**Power:** 150 PS

**Top speed:** 216 km/h

**Price:** fl. 52,395 / € 23,776

**Predecessor:**

Volkswagen Golf (Mk III)

**Successor:**

Volkswagen Golf (Mk V)

**Date acquisition:**

29/04/1998



Approx. first plate    Approx. last plate

**SL-NP-05**

**34-PG-HX**



**Volkswagen. Das Auto.**

The fourth-generation Golf was the first car I have ever driven. Even before my 18<sup>th</sup> birthday, my brother-in-law gave me some “informal” driving lessons in his silver Golf TDI (XG-NR-05). And the cars in which I took formal lessons were Golfs IV too (24-FX-DK and 75-HH-LR). I would still be able to recognize the typical whirring engine note of the TDI engines today.

The Golf has been the cornerstone of Volkswagen’s commercial success from the moment it was first launched in 1974, and it is generally considered the class benchmark. That said, some generations have been less convincing than others in fulfilling expectations of being the undisputable class leader. The third-generation Golf is often seen as a relative low in the Golf’s history, in part due to the disappointing performance derivatives but in part also because in terms of perceived build quality and driving experience rivals closed the performance lead that previous generations had had. The Mk IV seen here, however, managed to make a sizeable leap again, leading the pack of compact hatchbacks with its understated design, polished interior, and rock-solid residuals.

The small headlights with visible lenses were very much “on trend” in the late 1990s and did much to portray the Golf as a piece of high-technology vehicle design. Meanwhile, design elements such as the chunky rear light clusters and thick C-pillars made it indisputably a Golf.

Although a Ford Focus was more enjoyable to drive in more basic spec levels, Volkswagen managed to convincingly tap into the premium sub-segment of the compact car vehicle class by introducing luxuries such as four-wheel-drive (4Motion) and optional xenon lights, which before then were unseen in the compact-car class. The Mk IV also extended the reach of the Golf to ever higher price brackets with new performance variants positioned above the GTI, such as the R32.

This Minichamps model car, which I bought in 1998, is a five-door Golf in GTI trim, with neat multi-spoke alloys named “Montreal” and in the ubiquitous silver grey metallic. The sleeve on the packaging proudly says “Generation Golf”, something that could not be more true for me. My parents grew up in the era of the Beetle; my siblings and me had the Golf that was not only found at nearly every street corner but also proved a forgiving companion in our efforts to learn to drive.



**Intricate headlamp design gave the Mk4 a “techy” look.**



**GTI more understated than ever: striping as seen on the Mk2 Golf GTI was definitely a thing of the past in the late 1990s.**



**Chunky rear light clusters emulate those of Mk2 Golf.**