

Does Your Vehicle Need a Physical?



CAA Authorized Inspection Centres

2345 Fairview St. 4121 Morris Dr.

632-8151 634-4211

CALL FOR AN APPOINTMENT!

Automotive

To advertise in this section call **845-3824** Fax: **337-5567**

**YOU WOULDN'T
TRUST JUST ANYONE
TO DRIVE YOUR CAR,
SO WHY TRUST JUST ANY
COMPANY TO INSURE IT?**



State Farm Mutual Automobile Insurance Company
Canadian Head Office: Scarborough, Ontario



Wayne McGill
2345 Wycroft Rd. #21, Oakville
847-5671

Golf PRO



When you hit the big leagues of main-stream auto making, you need to make an impression

By Malcolm Gunn
SPECIAL TO THE BEAVER

Your nearest Volkswagen dealership has been a busy spot for the last couple of years. Very busy, indeed.

Few companies, after all, change their entire lineup in just two years.

Unfortunately for the Golf — one of Volkswagen's latest roll-outs — it's tough to get a lot of attention when you're drowning in the hoopla still surrounding the funky New Beetle, breathtaking new Passat and thoroughly splendid Jetta, also remade for 1999.

So, what's a poor little Golf to do?

Keep in mind that when you're as good as the new Golf, you don't need to do a lot of hollerin' to be heard. This latest version has been significantly improved in the areas of styling and content, while keeping essentially the same powerplants from the previous generation.

Classic car designs have a way of remaining popular for a long time. The Golf's shape has actually been around since 1974 when the Rabbit officially

replaced the original Bug. Then, as now, the Rabbit (it's always been referred to as a Golf in Europe) came with front-wheel drive, two, or four doors and a wide-mouthed liftgate in the rear.

Four generations later, the same basic shape is still a major Volkswagen staple. But this version is clearly the best-looking, best-equipped Golf yet.

Visually, the Golf receives some smoothing and rounding, which now accounts for a very slick 0.31 drag coefficient. As well, most of the Golf's proportions have been enlarged. Length is up about seven centimetres, width by about four cm, height by about one cm and wheelbase by about four cm. Interior space benefits from these new dimensions, providing one cubic foot of additional volume. The entire chassis, which is shared with both the Jetta and New Beetle, has been considerably strengthened to deliver improved road manners.

The result of this tinkering and stretching is a shape that is as appealing as it is practical. The new Golf now looks grown-up and the added wheelbase and newly-standard standard 15-

inch wheels give the car a wider, 'planted' stance.

Volkswagen long ago shed the Golf's 'econobox' label, and you'll find nothing reassembling a stripped-down-everything-costs-extra-bargain-basement-car here. The base GL two-door comes complete with air conditioning, pollen/odor filter, power door locks, tilt/telescoping steering wheel, eight-speaker AM/FM/cassette sound system, split-folding rear seat and anti-theft alarm system.

To this impressive list the four-door GLS adds power windows, power heated outside mirrors, cruise control and upgraded seat coverings.

Both GL and GLS models are powered by a 2.0-litre SOHC four-cylinder engine that produces 115 horsepower, also used in the New Beetle and Jetta. Optional is a thrifty 1.9-litre SOHC turbo-diesel. Don't let the 90-horsepower rating fool you. This little baby has nearly 150 lb-feet of torque on tap.

Both engines can be mated to a five-speed manual, or optional four-speed automatic transmission.

If a road-devouring sports/GT coupe

is on your must-have list, the Golf's slick, performance-oriented GTI option returns for 1999 in GLS and GLX variants.

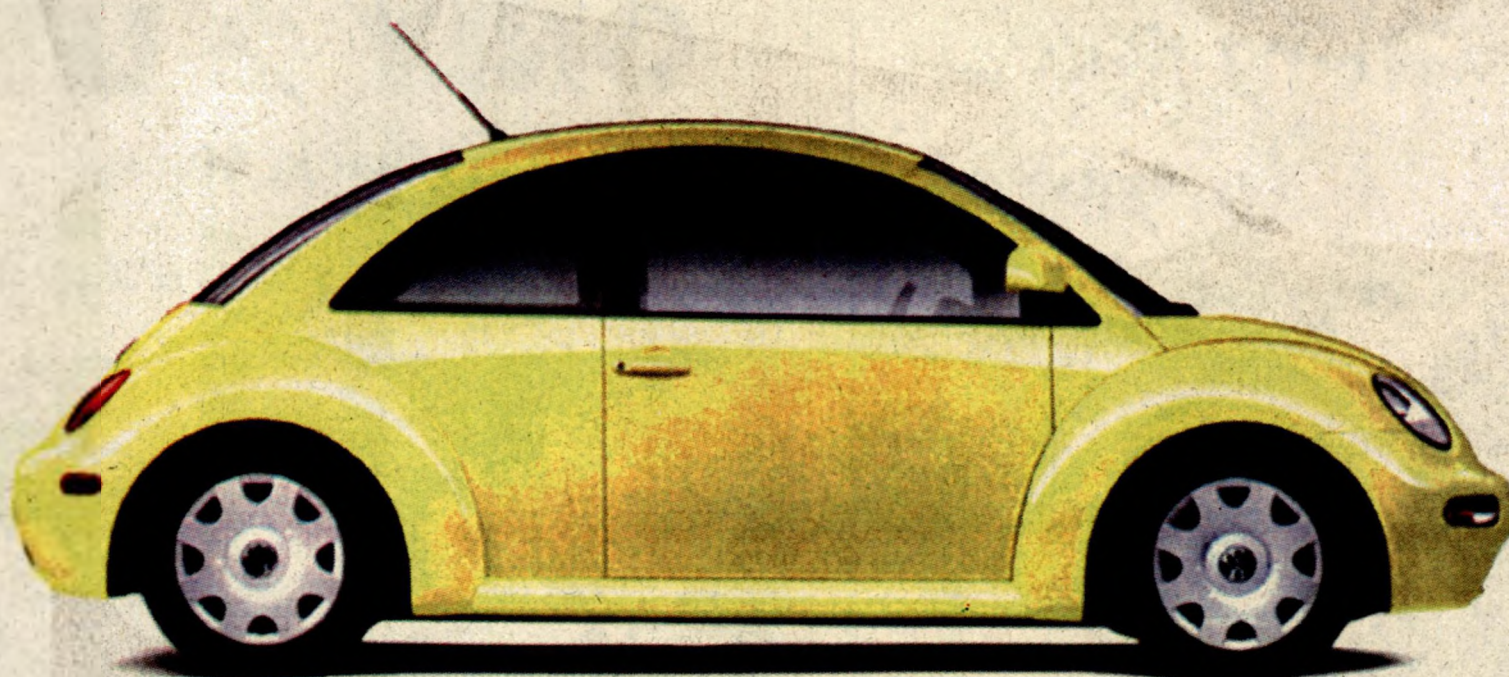
The GLS comes with the 2.0-litre gas engine, while the hot GLX gets VW's famed 2.8-litre DOHC narrow-angle V6 that churns out 174 horsepower. The GLX also comes with such luxury items as climate control, leather seats, 16-inch wheels, dark wood interior trim, self-

dimming mirrors and wipers that automatically turn on when it begins to rain. Both GTIs give you a sport suspension setup that's been adjusted for aggressive driving.


All told, Volkswagen has done a superb job transforming the Golf's basic box shape into an attractive, well-equipped package than can either be easy on your wallet, or hard on the asphalt.



Hug it? Drive it? Hug it? Drive it?



In stock! No wait!

Drivers wanted! 



Oakville Volkswagen

557 Kerr Street, Oakville (905) 844-3285