

WHEELS

Wheels

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Redesigned Golf is still built for drivers

FROM PAGE 17... are built to exacting standards, with extremely narrow panel gaps and joint tolerances.

This helps make the Golf bodyshell extremely rigid, adding to its rock-solid feel on the road. Advanced laser welding and space-age bonding techniques also contribute to the new Golf's torsional and dynamic rigidity, a major factor in a car's handling and crash integrity.

While the Golf's new exterior is

restyled, it remains true to its design tradition. Classic characteristics prevail: a long roof, steep rear and stable C-pillar.

In deference, Volkswagen designers opted against any visual tricks and instead fash-

ioned the new Golf with clear-cut styling and shapes. Abrupt lines and edges were smoothed.

"(The redesigned Golf) shows the manufacturer has done an outstanding job of... improving the model."

Gerd Reiseneker, Greenbelt Volkswagen



The result is a new Golf that retains both the likeable aura of its predecessor and the dynamic presence of a modern

European design.

"I have seen it. I have driven it," Reiseneker said. "I am extremely happy about it. In every respect it has surpassed the old one. It shows the manufacturer has done an outstanding job of... improving the model. We have several... customers waiting for the car."

From the front, the Golf's modernity is clearly seen in its headlights, which present twin halogen headlights behind a clear, polycarbonate lens.

Turn signals are also incorporated in this unit, giving it a precise high-tech look. From the rear, the interplay of lines between the C-pillars, tailgate, and taillights also make a striking impression.

Inside, the Golf's interior is all-new. The instrument cluster uses two large dials and fits harmoniously with the panel. At night, a striking indigo blue illuminates the cockpit.

On the whole, the interior gives one a feeling of high quality and modern sophistication, detailed down to the touch of the textured soft paint.

The Golf's fabric, ergonomically-designed seats, and high-quality composites also set new standards in this class of car.

Chrome accents are used throughout the Golf's interior, and even its grab handles feature the luxury touch of silicone for a soft return to their original positions when released.

First and foremost a driver's car, the Golf employs the secure traction of front-wheel-drive and a proven running gear with significant enhancements.

Larger 15-inch wheels are now standard on the Golf, and the front layout uses McPherson struts and lower wishbones with improvements to the spring response and straight-line stability.

The new Golf's rear wheels are linked to an independent torsion-beam axle, in which the springs and shock absorbers have been installed separately.

This new rear layout places the coil springs below the longitudinal members, eliminating the need for the suspension strut turret, which would otherwise

intrude into the luggage compartment. This innovation further helps reduce noise into the cabin area.

Other improvements, which contribute to its refined performance, include a crankshaft driven oil pump, a new two-piece aluminum intake manifold and stainless-steel exhaust manifold; a lighter weight, more rigid cast-aluminum oil pan; light-weight single-coil valve springs; and a semi-automatic toothed camshaft drive-belt tensioner that now drives the coolant pump.

Mated to both engines is a standard five-speed manual transmission or an optional four-speed automatic. Both engines drive the front wheels.

The redesigned Volkswagen Golf, featured at the Toronto International AutoShow, will be arriving at dealerships in March.

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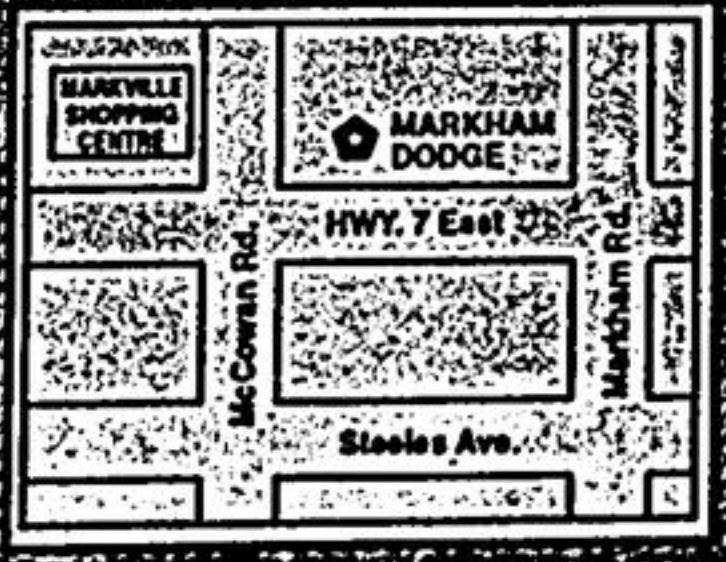


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