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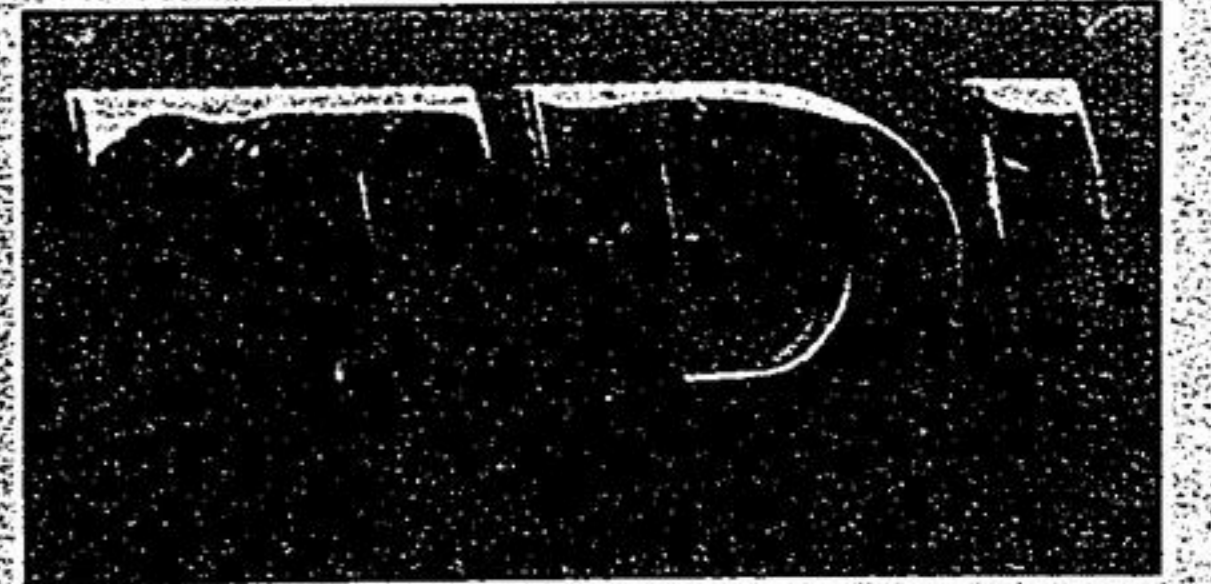
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SHIFT

VW has always believed in the advantages of diesel



What the TDI is about, of course, is trying to make motoring, particularly commuting, more affordable.

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side mirrors. The base GL or GL aren't exactly fitted in poverty clothes, all Golfs come standard with telescoping/tilt steering wheel, theft immobilizer, mirror control pad with joystick control, eight-speaker AM/FM with cassette, full-size 15-inch spare tire and that sexy indigo blue and red illuminated instrument panel.

The tester with fitted with the \$1,440 Luxury Package (power 14-position sunroof and 15-inch alloy rims), electronic stability control at \$400 and \$220 for side airbag curtains.

From the original Rabbit to today's Golf, passenger and cargo space has remained a top design criterion with 2.5 cu. m for people and .5 cu. m for cargo.

Painted in the ever-popular silver, the interior was solid, and I mean solid, black. While this is the big thing in Germany, I could not live with it. Happily cloth or velour (only on the GLS) seating is available in Tornado Red, Reflex Silver, Mojave Beige and Indigo Blue.

Turbo is ready to do its work

While the TDI engine may have but 100 hp, remember there is 177 lb./ft. of torque. Once you get off the line, the turbo is ready to do its work. Put your foot down and there isn't lag worth mentioning. With the power coming on with authority, luckily there is no torque steer. That, with the turbo on full song, could otherwise make the TDI a handful, especially in the wet.

For an economy car the seats are quite comfortable. For a long time VW insisted on using the same hard seats with stiff cushions so loved in Germany. While they gave great support for driving across the province, it was like sitting on wooden bench for too long.

But what the TDI is about, of course, is trying to make motoring, particularly commuting, more affordable.

With the shocking price of fuel, more people are considering diesel, resulting in more carmakers trying to rush product to market.

At VW, they've always believed in the advantages of diesel and must take some amusement in the fact other manufacturers are coming around to their way of thinking.

But at 80 cents a litre, I'm sure more consumers are going to start doing some thinking and that's going to be about Volkswagen.