



EVENT REPORT
CLASSIC MOTOR
SHOW 2014

PEOPLE'S CARS
GOLF GTD DSG
EURO TOUR

TECHNOLOGY
NEW TECH FROM
VW GROUP

WWW.VOLKSWAGENDRIVERMAG.CO.UK

Volkswagen DRIVER



ROAD TESTS // HERITAGE // SPORT // TUNING // TECHNOLOGY // DIY

POLO GTI

**FIRST
DRIVE:
ON ROAD
& TRACK**



**LA
SHOW
2014**

**GOLF R ESTATE
+ HYMOTION**



ROAD TEST
PASSAT EXECUTIVE TDI



MOTORSPORT
WRC WALES RALLY GB



MOTORCARAVANS
T5 CALVI + HOMEBUILT





FREE NATIONWIDE MOBILE INSTALLATION WITH 3 YEARS WARRANTY

"Vag-tec, leading German supplier of OEM (Original Equipment Manufacturer) parts for VAG group cars in Germany and now the UK"

VAG-TEC

VOLKSWAGEN
GROUP SPECIALISTS

VOLKSWAGEN

- Navigations
- Bluetooth
- TV Tuner
- Parking Sensors
- Entertainment System
- iPod Connections
- Rear View Cameras
- DAB Radio
- Cruise Control
- LED Upgrade Lights
- Software Upgrades
- Engine Remaps
- After Warranty Repairs



SATNAV

S Y S T E M S

V O L K S W A G E N & A U D I S P E C I A L I S T S



NAVIGATION



COMMUNICATION



AUDIO & VIDEO



DIAGNOSTICS & REPAIRS



SAFETY & SECURITY



IPOD & MP3



VEHICLE LOGISTICS



OTHER EQUIPMENT

Original Factory Navigation & Bluetooth
Parking Sensors Rear Seat Entertainment



3 Year Warranty on all OEM
Nationwide Mobile Installation & After Sales Service



Tel: 0808 222 00 00

www.satnavsystems.com

UNIT G, ARGENT COURT, HOOK RISE SOUTH, SURBITON KT6 7NL

CONTENTS

VOLUME 15 – NUMBER 8
JANUARY 2015

06 NEWS

VW Group at the LA Show,
Golf R Estate, Golf SportWagen
HyMotion, Golf R awards

17 FIRST DRIVE

New Polo GTI

23 MOTORSPORT

WRC Wales Rally GB

29 ROAD TEST

Passat Saloon Executive
2.0 TDI BMT

36 TECHNOLOGY

New Tech from VW Group

41 MOTORCARAVAN

Sarah Meggs' 2010
T5 California

45 MOTORCARAVAN

Rod Sleigh's T5 Homebuild

49 VOLKSWAGEN DRIVERS

Heidi Barnaby's Mk 7 Golf GTD

54 EVENT REPORT

VWs at the Classic Motor Show

59 PRODUCT REVIEW

MotorMods ECU Autoflash



WWW.VOLKSWAGENDRIVERMAG.CO.UK

Published in the UK by AutoMetrix Publications, Campion House, 1 Greenfield Road, Westoning, Beds, MK45 5JD Tel: 01525 750 500 Fax: 01525 750 700

**TO BE WON:
EIBACH SUSPENSION
KIT FOR CADDY VAN!
SEE PAGE 67**

- 65 PRODUCTS & SERVICES**
- 68 LATEST PRICES**
- 70 ROAD TEST INDEX**
- 73 SISTER MARQUES**
- 75 ALTERNATIVE VIEW**
- 77 LAST WORD**
- 78 SPECIALIST INDEX**
- 79 CLASSIFIED ADVERTS**
- 82 NEXT MONTH**



**NEXT ISSUE
ON SALE:
WEDNESDAY JAN 14**



FIRST WORD

THE NEW Polo GTI gets start billing on our front cover this month, although it could have been any one of several exciting new models that have been released by Volkswagen within the last month, what with the world debuts of the new Golf R Estate and HyMotion at the LA Show in mid-November.

Sadly, we couldn't make it all the way to the West Coast of America to see the latter at first hand, but we did manage to escape to Spain for the day, via a cold, wet and windy Luton airport, to sample the new Polo GTI at the Circuito Ricardo Tormo race track near Valencia, on the sunny, warm and dry east Mediterranean coast.

We've been to this venue several times before, over the years, for new tyre launches but – rather disappointingly – have ended up on a rather 'Mickey Mouse' circuit in the adjacent paddock rather than the main race track. Not this time, though, and Volkswagen had arranged a proper circuit session with the Polos driving around in groups of five in a fast convoy, following behind a Mk 7 Golf GTI driven by a race instructor.

After a couple of steady laps to learn the lines he really picked up the pace and we were soon circulating at what might be called a 'fast trackday' speed, with the Polo GTI really able to show what it could do. It was also a good opportunity to experiment with the Race setting on the ESC, and the Sport suspension setting, in the relative safety of the circuit environment. We only had half a dozen laps of the 2.5-mile circuit at high speed but it was enough to get a good feel for the competence of this revised chassis and it is very good indeed, for a car of this class.

Personally, I'd have been happy to spend the rest of the day on the track but we also had a variety of road routes to circumnavigate so that we could fully experience its road manners, as well as a return journey to and from our hotel in Valencia city centre. In all respects the Polo GTI gives the feeling of a car that has really developed in its own right, like a little brother who has not only grown up, but muscled up – and learned Karate!

THE GOLF R ESTATE would have been the other choice for front cover, so significant is this new slant on the high-performance market; indeed, it makes you wonder why this combination has never been tried before. True, there was a 1.8T version of the Mk 4 Golf Estate and a six-cylinder Passat R36 in Estate form, but I don't recall the Mk 5 or 6 Golf Estate being available with anything warmer than a 140 PS TDI, let alone 4-wheel drive. Now we'll soon have two Golf Estates with 4-wheel drive, the 'all-road' Alltrack and the high-performance R.

The spoof website 'Sniff Petrol' recently published an amusing ditty along the lines that the Golf R Estate is all the car anyone could ever need, for any purpose, and that 'all other cars are to be cancelled'. They might not be too far from the truth...

NEIL BIRKITT

Publisher Paul Harris

Editor Neil Birkitt
e-mail: neil.birkitt@autometrix.co.uk

Design & Production Ian Fermor

Advertising Manager Debbie Forbes
Telephone: 01525 750 504 e-mail: sales@autometrix.co.uk

Contributors (this issue)

Elaine Catton, Robert Couldwell, Chris Eyre, Pete Frost, Stephen Hardy, Rod Sleight

Subscription Manager/Website Sally Appleby
Telephone: 01525 750 500 e-mail: subs@autometrix.co.uk

Accounts Manager Bridgette Cooksley
Telephone: 01525 750 503

Published by AutoMetrix Publications, Champion House, 1 Greenfield Road, Westoning, Bedfordshire. MK45 5JD.

Tel: 01525 750 500 E-mail: mail@autometrix.co.uk Website: www.autometrix.co.uk

Printed in the UK by Magazine Printing Company using only paper from FSC/PEFC suppliers. www.magprint.co.uk

Worldwide distribution by Seymour Distribution, 2 East Poultry Avenue, London, EC1A 9PT www.seymour.co.uk

Standard subscription rates (exclusive of any offers). UK annual: £50.00, Europe: £60, Rest of world: £70

VOLKSWAGEN DRIVER is a monthly publication about Volkswagen cars. It is completely independent of the manufacturers and importers of these cars and the views which are expressed may not necessarily be the views of the manufacturers or importers. Although every effort is made to ensure the accuracy and reliability of the material published in VOLKSWAGEN DRIVER, AutoMetrix Publications and its agents can accept no responsibility for the veracity of claims made by contributors, manufacturers or advertisers. Copyright for all materials published in this magazine remains with AutoMetrix Publications and its agents. All rights of translation and reproduction reserved.

© 2014 AutoMetrix Publications. ISSN No. 1470 3785

'The event saw a diverse array spanning everything from the new E-Golf to Tanner Foust's 550 bhp 1.6-litre turbocharged Rallycross Beetle...'



Los leaders!

VOLKSWAGEN chose the recent Los Angeles Auto Show (November 18-30) to showcase a whole raft of exciting new models, some of it clearly production-ready, others more for sensation or to fuel further speculation...

The two world premieres were for the high-performance Golf R Estate and the Golf SportWagen HyMotion fuel cell car, both featured in further detail in the following pages, but the event also saw an eclectic line-up that included a diverse array spanning everything from the new E-Golf and 2015 Touareg to Tanner Foust's 550 bhp 1.6-litre turbocharged Global Rallycross Beetle.

It was also the first opportunity for the US audience to get up close to the sensational swing-wing doored GTI Roadster concept car, specially created for the PlayStation game *Gran Turismo 6*, that had made its first appearance at the GTI Treffen event at Wörthersee, in Austria, earlier in the year. Powered by a twin-turbo'd 3.0-litre V6 engine, it is reputed to be capable of 0-60 mph in under 3.5 seconds and top speed of 193 mph – performance on a par with an Audi R8 V10 – with one post-LA event report describing it ironically as 'marginally less practical than a Golf GTI'...

Just as practical as a Golf GTI and considerably more desirable was the Golf R400. Originally introduced as a concept car at the Beijing Auto Show in China earlier in

the year. Looking ever more likely to make it into limited production, as the Golf R itself continues to grow in popularity, there certainly seems no reason why the R400 couldn't fly the performance flag even higher at some time in the near future and we're sure that it will be just as readily received on the US market as it will be here in Europe.

As well as the prologue coupé concept car, considered to be the precursor to a new A9, Audi also showed the hydrogen-powered A7 H-tron but you can read more about these in the December and January issues of our sister title *Audi Driver*. 🇪🇺



Insurance



The Volkswagen Car Insurance package. Made for your VW.

Your Volkswagen deserves to be insured as well as it's engineered. Volkswagen Insurance uses only approved paint and bodyshop technicians and genuine Volkswagen parts guaranteed for 3 years, helping to protect the value and warranty of your car. Our comprehensive policy offers a huge range of benefits such as a courtesy car, 60 days foreign travel cover and new car replacement* should the worst happen. All backed by our UK call centres and dedicated claims handlers, with a full accident recovery service. It's everything you'd expect from Volkswagen.

Switch to Volkswagen Car Insurance today and we'll pay up to £100 towards any cancellation fees. Call 0800 107 8403.

Lines are open 8am-9pm Monday to Friday and 9am-5pm on Saturday.

* Applies to cars less than one year old. Policy terms and conditions apply. Volkswagen Insurance is a trading name of Volkswagen Insurance Services and is sold and administered by Allianz Insurance plc.



New Golf R Estate

MAKING ITS world debut at the Los Angeles Auto Show (November 18-30) was an estate version of the Golf R, although note that for the US market the Golf Estate is called SportWagen. Not just a concept, the good news is that Volkswagen Retailers here in the UK are due to start taking orders for the new car early in 2015, with first deliveries expected in the summer.

Like the high-performance hatchback, the Golf R Estate is powered by a 2.0-litre four-cylinder turbocharged 16-valve TSI petrol engine developing 300 PS between 5500 and 6200 rpm and maximum torque of 380 Nm from 1800 to 5500 rpm.

Driving all four wheels, with torque transferred to the rears through an electronically controlled Haldex coupling, via a standard 6-speed DSG gearbox in the case of the R Estate (the Hatchback Golf R also comes with the option of a 6-speed manual), it is expected to accelerate from 0 to 50 mph in 3.8 seconds and to 62 mph in 5.1 seconds (compared with official figures of 4.9 secs for 0-62 mph for the Hatchback R DSG) and it has a top speed limited to 155 mph.

According to figures recorded on the New European Driving Cycle (NEDC), the Golf R Estate is capable of 40.4 mpg, with CO₂ emissions of 163 g/km.

Other features are sports suspension (lowered by 20 mm), progressive steering and

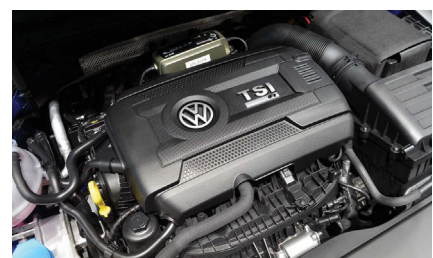


'ESC Sport' mode which can be deactivated for use on a race track if desired. Optional highlights include the DCC adaptive chassis control system and a driving profile selector that features a Race mode. Not mentioned specifically, but it would be safe to assume

that, like the Golf R DSG, it has a launch control system for optimum standing-start acceleration.

As well as R-style body-coloured side sills, along with R logos on the grille and tailgate, a special front bumper and matt chrome

'Like the high-performance hatchback, the Golf R Estate is powered by a 2.0-litre turbocharged 16-valve TSI petrol engine developing 300 PS...'





'The high performance and dynamic driving experience of the Golf R hatchback has been combined with the sheer practicality of the five-door Golf Estate...'



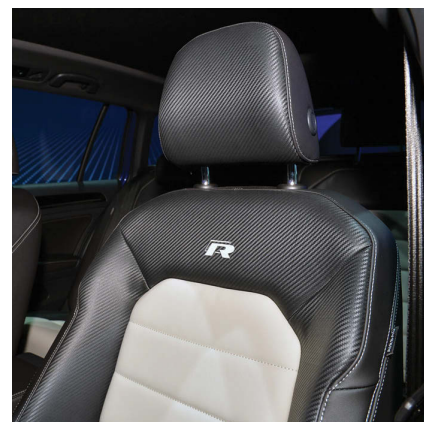
door mirror housings, the distinctive 18-inch 'Cadiz' alloy wheels are unique to R models (fitted with 235/35 R19 Bridgestone Potenza RE050A tyres on the LA Show car), while black-painted brake callipers with the R logo in white complete the look. Optional 19-inch diameter Pretoria rims will also be available.

Inside, the Golf R Estate comes with Alcantara upholstery, R logos on the seats and steering wheel, a high level of standard equipment and blue highlights, for example in the ambient lighting and dash dials.

This is the first time that the high performance and dynamic driving experience of the Golf R hatchback has been combined

with the sheer practicality of the five-door Golf Estate. Although not quite as large as the conventional front-wheel drive Estate, the Golf R Estate provides a luggage capacity of 605 litres (an increase of 262 litres compared with the Golf R hatchback), even with five people on board, and with the rear seats folded flat the load capacity grows to 1620 litres.

No prices have yet been released for the UK market. The current Golf Estate range comes with a premium of just £695 compared with equivalent Golf hatchback models, but it might be too much to expect that modest differential to be maintained for the R version... 🇩🇪



Golf SportWagen HyMotion



THE LOS ANGELES Auto Show also saw Volkswagen presenting the world premiere of the Golf SportWagen HyMotion, described as 'a progressive research vehicle with a fuel cell drive'.

Considered by many to be the power source of the future, hydrogen and oxygen are combined in the fuel cell to form pure water, with the energy released in this 'cold combustion' process providing drive power for an electric motor that operates with zero emissions.

The hydrogen is stored safely in four high-tech carbon-fibre tanks, located in the underbody, with a fuel capacity enabling a driving range of 500 km (310 miles). Refilling of the fuel tanks takes just three minutes.

The key drive components of the Golf SportWagen HyMotion were developed by Volkswagen Group Research in Germany, while the fourth generation LT PEM (Low Temperature Proton Exchange Membrane) fuel cell system was conceptualized at the Volkswagen Technology Center for Electric Traction in Isenbüttel, near Wolfsburg.

The fuel cell and battery drive a 100 kW (136 PS) 270 Nm electric motor adapted from the e-Golf. As well as the fuel cell, the concept car also has a high-voltage lithium-ion battery pack, which stores the kinetic energy recovered from regenerative braking, assists in the starting phase of the fuel cell and adds a dynamic boost to the maximum acceleration, with the front-wheel-drive Golf SportWagen HyMotion claimed to be capable of 0 to 62 mph in 10.0 seconds.

Based on the modular transverse matrix (MQB) platform which was developed

for use throughout the Volkswagen Group, the current Golf range has advanced to become the world's first vehicle model series that can host all conceivable drive types. The Golf is already offered with petrol powerplants (TSI), diesel engines (TDI), a natural gas drive (TGI), an electric drive (e-Golf) and a plug-in hybrid drive (Golf GTE).

Volkswagen was showing the Golf SportWagen HyMotion to demonstrate how a hydrogen fuel cell could be implemented, based on the MQB, as soon as research and development work has been completed and a solution can be developed at a price acceptable to new car buyers.

Several research vehicles have already been built, based on the American Passat, using the same drive components as those of the Golf SportWagen HyMotion, with a fleet of Passat HyMotion vehicles currently being tested on the streets of California.

Most significantly, though, before a market launch, a hydrogen supply infrastructure would first have to be created, not only requiring an extensive network of hydrogen fuel stations but also the production of the hydrogen itself, because the use of hydrogen only makes sense if the primary energy used to produce it comes from renewable energy sources.

As well as the Golf SportWagen HyMotion, at the Los Angeles Auto Show the Volkswagen Group also displayed the Audi A7 Sportback h-tron quattro, a plug-in fuel-cell electric hybrid featuring permanent all-wheel drive, and also brought along two Passat HyMotion demonstrators for media drives. 🇩🇪

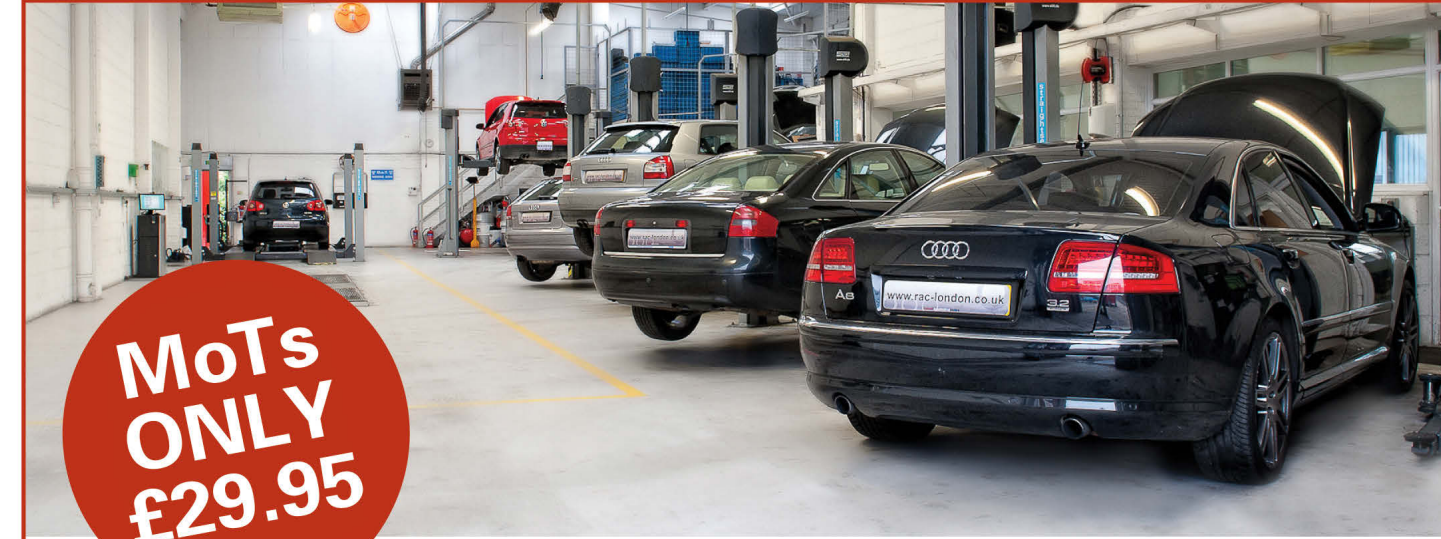


THE FUEL CELL system comprises more than 300 individual cells that together form a stack. The core of each of these individual cells is a polymer membrane, with a platinum-based catalyst on both sides of the membrane.

In a PEM fuel cell, hydrogen is supplied to the anode and broken down into protons and electrons. The protons migrate through the membrane to the cathode, where they react with the oxygen present in air to form water vapour. Meanwhile, outside the stack, the electrons supply the electrical power. Depending on load point, the individual cell voltage is 0.6 to 0.8 volts. The entire fuel cell operates in the range of 230 to 360 volts.

The main auxiliary assemblies include a turbocharger that forces air into the cells, a recirculation fan which returns unused hydrogen to the anode, thus increasing efficiency, and a coolant pump. These components have a high-voltage electric drive and are powered by the fuel cell.

A separate cooling circuit is provided for the essential cooling of the fuel cell, while a heat exchanger and a thermoelectric, self-regulating auxiliary heating element maintain a comfortable cabin temperature. The fuel cell, which operates across a temperature range of 80 degrees Celsius, places higher demands on the vehicle cooling than an equivalent combustion engine but achieves superior efficiency of as high as 60 per cent – almost double that of a conventional combustion engine. Its cold-starting performance is guaranteed down to -28°C.



**MOTs
ONLY
£29.95**

Does your Audi, VW, SEAT Skoda or Bentley need a service, repair or MOT?

Independent
Garage of the Year

MOTRADER
INDUSTRY AWARDS 2014
WINNER



We give your car the attention it
deserves, at an award-winning level,
up to 50% cheaper than a main dealer.

Call 0208 2000 995


russellautomotivecentre
the Audi, Volkswagen, SEAT, Skoda & Bentley specialist

Visit www.rac-london.co.uk for a full list of our services

Unit 15, Kingsbury Trading Estate, Barningham Way (off Church Lane), London NW9 8AU



audivwlondon



@raelondon



Available on the
App Store



Golf R awards

More accolades for VW's 4WD hot hatch...

THE GOLF R has really captured the attention and admiration of both the buying public and the prestige press, recently receiving several special awards and recognitions.

It was recently named Hot Hatch of the Year in the 2014 Scottish Car of the Year awards, as judged by members of the Association of Scottish Motoring Writers, who represent publications and websites from across the country, with the award presented at a ceremony held at St. Andrews on Friday November 28.

Commenting on the win, President of the Association of Scottish Motoring Writers, Alisdair Suttie, said: 'Quick off the mark and with the grip and finesse to handle its power, the Golf R sets a new benchmark in affordable, practical performance motoring. Perfect poise from its standard four-wheel drive allied to precise steering and a hefty punch from its 2.0-litre turbo engine means it is the hot hatch for all seasons and all reasons.'

'...the best hot hatch on sale today.'



'It is the car that can do everything – 40 mpg cruiser, upmarket business chariot, winter weapon... genuine thrill provider...'

TopGear Magazine has also awarded it the title of Hot Hatch of the Year 2014. Commenting on the award, Ollie Marriage, Motoring Editor of TopGear Magazine stated: 'Volkswagen has taken the already excellent GTI and left no stone unturned in its pursuit of improvement.'

Marriage added: 'It is the car that can do everything – 40 mpg cruiser, upmarket business chariot, winter weapon... genuine thrill provider... Congratulations Volkswagen – the result of your efforts is the best hot hatch on sale today.'



The Golf R has also just been named top in Autocar's 'Britain's Top 50 Cars of 2014', heading off a top-five shortlist that included the Ford Fiesta 1.0T Ecoboost 140 Zetec S Red Edition, Mercedes Benz S350 CDI L, Porsche 911 GT3 and BMW i3.

Autocar concluded: 'Doubtless there have been other hatchbacks as incisive as this and some, perhaps, as easy to live with. But these talents have never been combined in the same car until now: it's a landmark in real-world performance car design, and in its very best form – with three doors and a manual gearbox – it's yours for less than £30,000.'

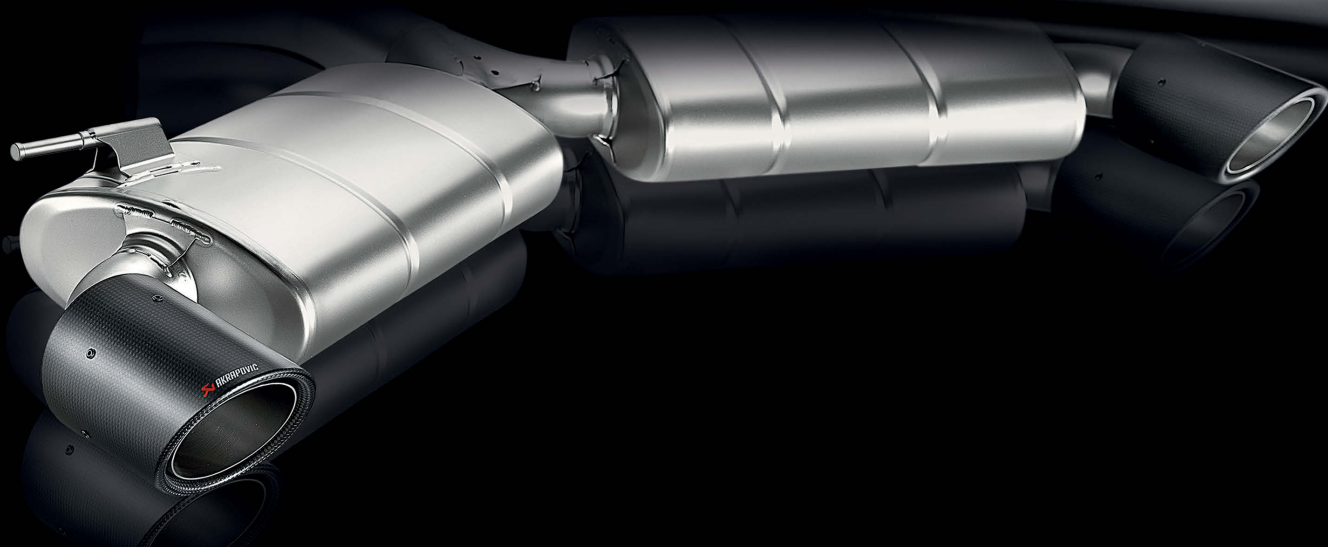
Director of Volkswagen, Alex Smith, said: 'I'm delighted that the Golf R is continuing the success of the range and has been awarded with these accolades. This car competes in a hotly contested class, but it's the blend of performance and practicality allied with comfort and value for money which gives it a unique edge over its competitors.'

'It's a landmark in real-world performance car design, and in its very best form – with three doors and a manual gearbox – it's yours for less than £30,000...'



EXPERIENCE THE POWER

Akrapovič exhaust systems



Golf (VII) GTI

Volkswagen Hard facts: +12 HP, +16 Nm, -5,6 kg

Enhance your car's performance with an Akrapovič exhaust system. More horsepower, more torque, reduced weight. And that unmistakable Akrapovič sound. Akrapovič exhaust systems are also available for performance models from the following brands - Abarth, Audi, BMW, Chevrolet, Ferrari, Ford, Lamborghini, McLaren, Mercedes-Benz AMG, MINI, Mitsubishi, Nissan, Porsche, Renault and VW.

Akrapovič systems are available in titanium and stainless steel with exquisite carbon fibre or titanium tailpipes. On many models, you can add a Wireless Kit for adjustable sound.

PERON
ENGINEERING PERFECTION

T: 0845 68 09 342 | info@peron-automotive.co.uk | www.peron-automotive.co.uk

AKRAPOVIČ

www.akrapovic.com





CADDY VAN AWARD

THE VOLKSWAGEN Caddy has scooped the Small Van of the Year honour at this year's Association of Car Fleet Operators (ACFO) awards, voted for exclusively by ACFO members and reflecting the day-to-day operational experience and expertise of fleet decision-makers.

ACFO is the UK's premier representative organisation for fleet operators in charge of cars and light commercial vehicles and it exists to help fleet decision-makers improve the effectiveness and efficiency of their business travel operation. Established more than 40 years ago, ACFO's membership includes most of Britain's major fleets as well as those drawn from the small medium enterprise SME sector.

Commenting on the awards, Chris Black, Head of Fleet, Volkswagen Commercial Vehicles, said: 'We're delighted to win this award, especially as this accolade is voted for by fleet decision-makers. Volkswagen Commercial Vehicles continues to go from strength to strength with high quality products and a specialist Van Centre network that provides expert knowledge, sales expertise and technicians that deliver high standards of customer care, and this is our tenth award this year.'

NEW VW VAN CENTRE IN MILTON KEYNES

THE RECENT opening of a new Van Centre, in Milton Keynes, brings the total number of Volkswagen Commercial Vehicles' nationwide network to 71 sites.

The purpose-built Bleak Hall Van Centre in Milton Keynes, opened by truck and van specialist Brian Currie, is located on a 1.2-acre plot with a five vehicle showroom and five workshop ramps and a VOSA accredited MoT testing area for class four, five and seven commercial vehicles. Five new jobs have been created, with more expected later this year.

Brian Currie is a family owned and run business, founded 39 years ago in Newport Pagnell, as a small commercial vehicle workshop. The company now employs more than 150 staff and operates nine truck and van dealerships across Buckinghamshire, Bedfordshire and Northamptonshire.

Brian Currie, said: 'We are continually monitoring the ever-changing demands of the truck and van industry to ensure we offer the very best service. Leading the team will be our new brand manager, John Collier, who has been in the commercial vehicles industry for 20 years. We have recruited a new experienced sales team and more roles are expected as we look to build the business.'

Tel: (Service) 01908 681 020 (Parts) 606606 or visit them online at www.briancurrie.co.uk



NEW VW CV PLANT IN POLAND

NOVEMBER 13, 2014, saw Volkswagen officially lay the foundation stone for a new production plant in Września, near Poznań, where the next model of the VW Crafter will be built.

In the presence of representatives from the Volkswagen Group, the Volkswagen Commercial Vehicles brand and guests from the Polish government and local authorities, the signed articles of association sealed in a 'time capsule' were immured together with the foundation stone.

The building site covers an area of 220 hectares, about the size of over 300 football fields, with the first construction work now under way to level and pave the site where a modern paint shop will be built, as well as halls for body assembly, vehicle assembly and a supplier park with logistics areas.

The first VW Crafter vehicles will be delivered starting in the second half of 2016 and it is planned to achieve an annual production capacity of up to 100,000 vehicles. With up to 3,000 employees expected to be working in the new plant, Volkswagen's investment will also help automotive suppliers create new jobs elsewhere in the country. At present, over 40 per cent of parts supplied to the VW plant in Poznań are from Polish companies.

After the Volkswagen plant in Poznań-Antoninek, the new plant in Września is the second production location for Volkswagen Commercial Vehicles in Poland. Volkswagen Poznań has been in existence for over 20 years, with the Caddy van and the VW Transporter having been built here for the past 10 years, for markets all over the world



FREE WINTER CHECK FOR VW VANS

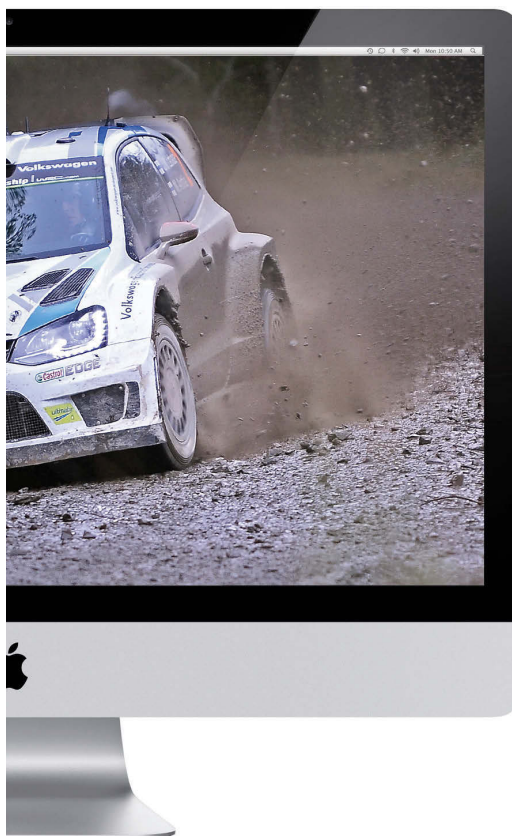
VOLKSWAGEN Commercial Vehicles has launched an initiative to help to prevent any serious problems occurring, by providing drivers with a free inspection before they head out onto the roads this winter.

The 29-point Express Visual Check (EVC) includes checks on key vulnerable areas such as tyres, wipers and lights. Vehicles will also receive a battery check.

Kevin Rendell, Head of Service and Parts at Volkswagen Commercial Vehicles UK, commented: 'Ensuring that your vehicle is safe for the roads throughout winter is extremely important to prevent accidents and breakdowns. We are providing these free checks as a preventative measure, as minimising downtime is crucial for our customers.'

The Express Visual Check is available at participating Volkswagen Van Centres until February 28, 2015.

January sale! Save 50% on digital subscriptions from January 1st - 15th*



Half the price – not half the app! We are making some changes to our digital editions. You can now enjoy more photography, video and interactivity, making your reading experience better than ever before.

* Offer only available for digital subscriptions to Volkswagen Driver ordered directly from Pocketmags.com



 **pocketmags.com**

VOLKSWAGEN GROUP UK RECORDS 500,000 SALES!

VOLKSWAGEN Group UK Ltd, encompassing the Volkswagen Passenger Cars and Volkswagen Commercial Vehicles, plus Audi, SEAT and ŠKODA brands, has achieved an all-time record of 500,000 sales this year.

Commenting on this milestone, Managing Director of Volkswagen Group UK, Paul Willis said: 'Reaching half a million sales is a fantastic achievement for the Group and the result of some strong performances by all the five brands this year.'

'The market has been tough but through intelligent planning, strong product line-ups and a great effort by our networks, we've achieved this sales record. We're likely to finish 2014 with well above 500,000 sales, a result of which we can all be proud.'

Overall in the UK, new car registrations grew for the 33rd consecutive month in November, up 8 per cent to 172,327 units. Willis, who took over as Managing Director for the Volkswagen Group in February 2014, concluded: 'I'm delighted to have been at the helm of the Group in this record-breaking year, and we are looking forward to another successful year in 2015.'

The 500,000th vehicle to be registered was a SEAT Ibiza SC FR 1.2 TSI 105 PS manual,

'Reaching half a million sales is a fantastic achievement for the Group and the result of some strong performances by all the five brands...'



in Phantom black, which was handed over to customer Nathan Thomas-Robinson, pictured above, at the company's Bristol Street Motors Birmingham dealership by SEAT UK Director, Neil Williamson.

DAS WELTAUTO WINS BEST MANUFACTURER SCHEME OF THE YEAR

VOLKSWAGEN RECENTLY scooped the top manufacturer award at the Car Dealer Used Car Awards, sponsored by Black Horse. The brand won the Best Manufacturer Scheme of the Year for its Das WeltAuto programme, and was highly commended for its used car website.

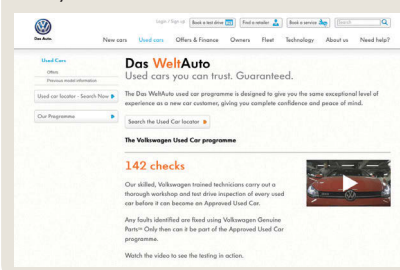
Commenting on the win, James Baggott, Managing Director of Blackball Media and publisher of *Car Dealer* magazine, said: 'Our winner grabs the top spot thanks to a comprehensive used car package. Volkswagen offers one of the most thorough used car checks in the business, has a brilliantly simple online search facility and a great selection of models to choose from.'

The Golf was runner up in the Used Car of the Year category, while Wrexham Volkswagen won Used Car Sales Team of the Year and Wrexham's Jane Hargreaves was named Used Car Dealer Principal of the Year.

Collecting the Best Manufacturer Scheme of the Year award on behalf of Volkswagen was Ian Plummer, Volkswagen UK's Head of Sales Operations, who said: 'Das WeltAuto is now an established used car 'brand' for Volkswagen and stands for used cars customers can trust – guaranteed. Buying a car with the Das WeltAuto seal of approval is designed to give customers the same exceptional level of experience as a new car customer, with complete confidence and peace of mind.'

Volkswagen was also highly commended as runner up in the Manufacturer Used Car Website of the Year category. The Das WeltAuto website incorporates a fully responsive used car locator with a 'make an offer' function. Searching for a car is easy and, when customers have found one that suits, they are given contact details and a map for the Retailer, full information on the car, a reminder of all the standard Das WeltAuto features and guarantees plus the facility to generate a finance quote and understand what their monthly payments would be.

For more details of Volkswagen's award-winning Das WeltAuto scheme or to find a used car visit www.volkswagen.co.uk/used



5-STAR NCAP FOR NEW PASSAT



THE EURO NCAP (New Car Assessment Programme) has awarded the new Passat the maximum rating of 5 stars, meaning that it is considered to be one of the safest cars in the world, even though the requirements were tightened again this year.

The overall safety rating is composed of the results in four sub-areas: occupant protection for adults and children, pedestrian protection and security support.

During extensive investigations on occupant protection for adults, the Passat received 85 per cent of the maximum rating while it also reached over 87 per cent in terms of child protection, due to the standard ISOFIX and top tether child seat anchors. Pedestrian protection was also graded and the safety-optimised head restraints and seat belt warning systems for all seats evaluated. Front Assist including the City Emergency Braking, available from SE upwards, were also assessed positively.

The new Passat has a wide range of series safety equipment, including driver and front passenger airbags and a head airbag system for front and rear passengers, including side airbags, as well as dynamic systems such as Electronic Stability Control (ESC) including ABS with brake assistant, Automatic Post-Collision Braking System, Tyre Monitoring Indicator and Driver Alert System. Optional systems include PreCrash preventive occupant protection, Traffic Jam Assist, Emergency Assist as well as Trailer Assist (including trailer stabilisation).

'During extensive investigations on occupant protection for adults, the Passat received 85 per cent of the maximum rating while it also reached over 87 per cent in terms of child protection...'

Higher-performance Polo!



Our first acquaintance with the new Polo GTI proved to be very impressive, providing significantly enhanced performance and dynamic handling while still remaining perfectly comfortable and civilised for everyday road use...

WE FIRST GOT wind of a new Polo GTI at the press launch for the latest Polo itself, in Wolfsburg back at the end of January 2014, and the preliminary information was tantalising enough; it would have a new 1.8-litre TSI engine – good for nearly 200 PS – and it would have both 6-speed manual and DSG transmission options, whereas the previous Polo GTI only ever came with the auto 'box. It would also have the option of a new selectable Sport suspension set-up, similar to DCC, as well as a raft of styling features closely related to those of the Golf GTI...

It all sounded much more promising than the outgoing 1.4 TSI Polo GTI DSG which, while competent enough in its own right, hadn't really caught the public imagination. Indeed, all the signs were that the new car could well come close to challenging the performance of the 220 PS 2.0 TSI-engined limited edition Polo R WRC Street, which was featured in detail in our April issue.

Following its public debut at the Paris Show in October (featured in the November issue), we recently enjoyed our first drive of the new Polo GTI at the international press launch, based at the Circuito Ricardo Tormo race track near Valencia, on the eastern Mediterranean coast of Spain. After all, what better place to explore the performance and handling of a new hot hatch in the first days of December than at an international-standard race circuit in dry sunny conditions, at a time when the UK was awash with cold wet and windy weather...

First things first, let's establish the provenance of the new Polo GTI as it's actually the fourth model of that name that has been marketed here in the UK, although enthusiasts will probably point to the supercharged G40 – based on the facelifted Mk 2 Polo from 1990-1994 – as its original spiritual ancestor.

We have a particular relationship with the first Polo GTI proper, here in the UK, based

on the facelifted version of the Mk 3 Polo, as it was the main feature and the front cover of the very first issue of *Volkswagen Driver*, way back in June 2000. In those days it came with a 125 PS 1.6-litre 16-valve engine, shared with the Lupo GTI, while later versions came (in Mk 4 guise) with the 150 PS 1.8-litre 20-valve turbo engine and the most recent was the (Mk 5) Polo GTI with the 180 PS twincharged 1.4 TSI engine and 7-speed DSG transmission only.

So, the latest Polo GTI is the fourth Polo GTI, based on the current model which is essentially a facelifted Mk 5 Polo. In general appearance it is very much like a scaled down Golf GTI, with the same sharply sculpted styling, special bumper designs and the red horizontal stripe across the grille and headlights. Other distinctive features are the honeycomb grille infills, and GTI logos on the grille and tailgate as well as the dagger-style side emblems. LED headlights are offered for the first time in a Polo, along



with LED DRLs, and fog lights are standard while at the rear it has an enlarged tailgate spoiler, tail-light clusters in Dark red, a black grained diffuser panel and twin chrome exhaust tailpipes.

While the cars presented on the press launch were in the primary Flash red, Pure white and Reflex silver metallic, the Polo GTI will also be available in monochrome Black, Deep black metallic and a pearl effect Oryx white. Nothing too sensational, then, almost all *de rigueur* for the Golf GTI's little brother...

It's under the bonnet that the Polo GTI starts to get exciting, with the award-winning twincharged (supercharged and turbo'd) 1.4-litre engine now exchanged for a version of Volkswagen's EA888 series four-cylinder 16-valve engine displacing 1798 cc (1.8 litres). With a single scroll turbocharger with electronically operated wastegate, variable valve timing and dual fuel-injection system it produces peak power of 192 PS between 4200 and 6200 rpm and a maximum torque value of 320 Nm between 1450 and 4200 rpm.

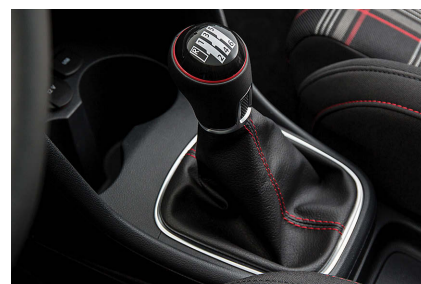
Those figures actually need some qualification, though, because the engine comes in two different states of tune, to suit the transmission type, with the unit used for the 7-speed DSG model rated at the same peak power, but produced between 5400 and 6200 rpm, and with a torque value of 250 Nm



developed over a broader range between 1250 and 5300 rpm.

In the fullness of time, it will be interesting to match them up head-to-head on the drag strip but for now Volkswagen quotes identical performance figures for both versions, with a 0-62 mph time of 6.7 seconds and a top speed of 146 mph, although somewhere in the depths of the press pack we discovered an acknowledgement that 'the manual version does pull away slightly more briskly, while the DSG's fuel consumption is even lower'.

It might not be the highest priority for a car of this type, especially when we also have the choice of a miserly Polo BlueMotion for maximum fuel economy, but the official figures for the Polo GTI quote a combined fuel consumption figure of 47.1 mpg and corresponding CO₂ emissions of 139 g/km



for the manual, and 50.4 mpg and 129 g/km respectively for the DSG. We'll have to see how that translates into the real world, but it should be possible to return low to mid-40s on most long journeys.

While performance and economy are all very well, the real quality that defines a successful sporting model is its dynamic handling ability and chassis engineer Haris Karahodzic was on hand at the technical presentation to explain some of the enhancements that have been made to provide high-performance handling, while also maintaining a reasonable ride comfort.

The basic layout is fairly traditional and straightforward, with MacPherson strut front suspension and a torsion beam rear axle, with the coil springs lowered to reduce the ride height by 10 mm at the front and 15 mm at the rear compared with the standard





'The Polo GTI felt more than capable in this challenging environment...'

Polo models, but this is not just a cosmetic 'lowered suspension kit'; there has clearly been a lot of fine tuning and enhancement involved. In particular, the front anti-roll bar has been uprated and the drop links connecting to the strut bodies have been strengthened such that there is no lag in the action of the anti-roll bar, for instant anti-roll response during fast-sequence lateral transitions.

This is also the first time that the Polo GTI has had electromechanical power steering, with the characteristics configured specially for the GTI and, in conjunction with 7.5J x 17-inch alloy wheels, fitted with 215/40 R17 tyres, the steering response, cornering and handling is of a very high order. As well as a choice of road routes around the area, including some heavy traffic around Valencia city centre, we were also encouraged to fully explore the handling on the race circuit and enjoyed half a dozen high-speed laps of the tortuous 2.5-mile track, hot on the heels of a Mk 7 Golf GTI piloted by a race instructor.

We've done a few of these 'ducks and drakes' circuit sessions in the past and been rather disappointed by the pedestrian pace, hardly enough to make the tyres squeak let alone squeal, but on this occasion our leader soon picked up on the fastest racing lines and was really going for it – as fast as we'd



have ever wanted to drive, certainly on first acquaintance with a new circuit.

There are plenty of so-called performance cars which feel fast and handle well enough on the road but fall flat on their face when asked to take to the track at anything more than fast road speeds, but the Polo GTI felt more than capable in this challenging environment – with plenty of performance instantly on tap, virtually roll-free cornering, excellent steering response and feedback, and powerful fade-free retardation from the 310 mm front and 230 mm vented rear disc brakes.

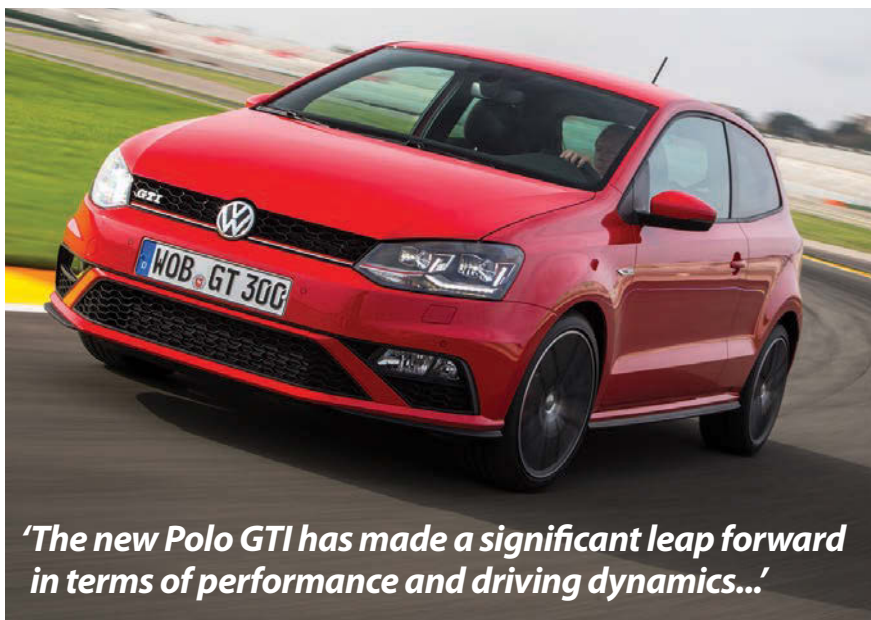
Although it will never match the sheer confidence and rabid turn-in to a corner of the Mk 7 Golf GTI, with its special front diff, there's no question that the handling of the latest Polo GTI has been raised to a whole new plane and there are some further

refinements which really qualify the Polo GTI as a serious enthusiasts' car rather than just a cafe racer.

Firstly, it comes with XDS+ as standard. First seen on the Mk 6 Golf GTI, XDS is an enhancement of the electronic stability control (ESC) system, making selective use of the ABS braking on both the front and rear wheels to provide a torque vectoring effect. This moderates the inherent understeer that is so typical of powerful front-wheel drive cars, improving the traction in tight bends and making the handling more precise and neutral.

It also has ESC Sport; for use on a track, this works in two stages: pressing the button briefly switches off the ASR traction control while holding it for longer than three seconds then activates the ESC Sport mode by raising the threshold and delaying intervention of the ESC, without it being completely deactivated. →





'The new Polo GTI has made a significant leap forward in terms of performance and driving dynamics...'

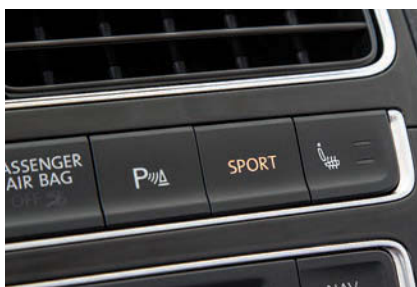
This is really only suitable for use on a race circuit, giving a much more involving driving experience, and even capable of mild drifting, but is not recommended for the road.

There's also the optional Sport Performance Kit, which includes electronically adjustable dampers. Not to be confused with the active/adaptive damping used in the DCC system of the Golf GTI and Scirocco etc, the Sport Select dampers incorporate an electro-mechanical switching valve which alters their characteristics from the standard sporting, but still comfortable, setting to a noticeably firmer and stiffer true sports suspension set-up when required.

At the same time, the Sport setting enhances the response of the electro-mechanical steering, sharpens the accelerator pedal response and turns up the volume of the sound actuator. If the system is used in a car with DSG transmission it automatically changes from the standard D to the S mode, holding on to the gears for longer before shifting up.

We drove DSG cars on the track, a concession to ease of assimilation when adjusting to driving left-hand drive cars, with the steering wheel mounted paddle shifters inevitably more convenient for flicking through the gears than the driver's door handle, but for the road routes we specifically sought out the 6-speed manual to get a feel for it. This is clearly a very slick self-seeking gearchange, with the stronger torque of the manual car also giving a more satisfyingly immediate throttle response.

Of course, safety features also get equal attention with the new Polo GTI, with tyre pressure monitoring and Hill Hold as standard and – for the first time in its class – the Polo has an Automatic Post-Collision Braking System which automatically brakes the vehicle after a collision minimise the chance or consequences of a second impact. The new Driver Alert System warns the driver of the effects of fatigue and there's the option of Adaptive Cruise Control (ACC) with Front Assist and City Emergency Braking to reduce the likelihood of accidents.



Al things considered, the new Polo GTI has made a significant leap forward in terms of performance and driving dynamics, as evidenced by the fact that it is almost as fast as the previous 2.0-litre limited edition Polo R WRC. But this is not stripped out racer; it also offers excellent ride comfort and general refinement and a high standard of equipment and infotainment systems, equally suitable for everyday road use as it is as a weekend trackday car.

UK prices had yet to be officially announced as we went to press with this edition, just two days after the launch itself, but the expectation is that it will be priced very competitively, starting at around £18,800 for the three-door manual, with a £600 premium for the four-door model. As usual, the DSG gearbox will cost around £1200 extra, although predictions are that only around 25 per cent of prospective buyers will opt for the auto. If the German market prices are any indication, the Sport Select option could be priced as attractively as £250. The UK order books will be open from December 16, just as this issue appears on the shelves, with first deliveries due in March 2015 🇬🇧



INTERIOR

INSIDE, the new Polo GTI features many of the typical 'GTI' trademarks, like the leather-trimmed flat-bottomed multifunction sports steering wheel with GTI logo and red stitching, also used on the gearshift gaiter and handbrake levers, while the floor mats come with red beading. The heated and height-adjustable sports front seats feature black bolsters with the central panels trimmed with tartan-type check design 'Clark' cloth upholstery, although they can also be ordered with Alcantara / leather look as an option.

The GTI also comes with the second generation of modular infotainment system (MIB) with functions such as Bluetooth audio streaming, a proximity sensor, two-finger map zooming in navigation mode and connection of a smartphone to the exterior antenna. DAB+ digital radio can be added to all systems and special smartphone apps can be accessed on the touchscreen via MirrorLink.





Driving Performance...
...in Exhaust Technology



- ♥ 39 Years Experience in Designing Sports Exhausts
- ♥ Cutting Edge Engineering Technology
- ♥ T304 Stainless Steel & TIG Welded Systems

cobrasport.com // +44(0)114 244 7123



MADE IN SHEFFIELD

STAR PERFORMANCE
Limited

Tel: 01592 655595

INDEPENDENT VOLKSWAGEN AUDI SERVICE CENTRE

Volkswagen, Audi, Seat & Skoda.
Comprehensive Servicing, Repair and MOT.
Air Conditioning Servicing & Recharge.
Digital Wheel Alignment System.
Tuning, Suspension, Brakes and Exhausts.
Digital 4 x 4 Rolling Road.



Award Winners
11 Years Running

www.starperformance.co.uk



It's what your Volkswagen would choose.

The RacingLine range of motorsport and performance upgrades, from Volkswagen Racing. Developed for track. Refined for road.

A full range of race-proven upgrades for your Golf 5,6,7 or Scirocco. Please contact our sellers for expert advice and pricing.

Exclusively available from:

Awesome GTI
ECO Tune
Tuning Werkes
Gwent VW
VRS Northampton
Unit 20
TorqueTronix
Ricci Concept
Shark Performance
Revolution 247
S-Line Automotive

Manchester
 Glasgow
 Surrey
 Newport
 Northampton
 Cheshire
 N. Ireland
 Hull
 Mansfield
 Newcastle
 Ashford

www.awesomegti.com
www.ecotune-scotland.co.uk
www.tuningwerkes.com
www.gwentvw.co.uk
www.vrsnorthampton.com
www.unit20.org
www.torqueTronix.co.uk
www.ricci-concept.com
www.sharkperformance.co.uk
www.revolution247.com
www.s-linemotorsport.co.uk

01617 760 777
 08454 094 567
 02086 810 208
 01633 281 222
 01604 705 247
 01513 366 888
 02825 898 458
 01482 322 446
 01623 332 233
 08450 023 012
 01233 625 408

Ogier wins in Wales!

A fitting end to another highly successful World Championship Rally series, with world champion Sébastien Ogier leading all the way...



IT WAS TO be an open battle at the final rally of the year, with Volkswagen duos Sébastien Ogier/Julien Ingrassia, Jari-Matti Latvala/Miikka Anttila and Andreas Mikkelsen/Ola Fløene going into the Rally Great Britain with one common goal – victory. With the World Championship titles and the top three places in the Drivers' and Co-Drivers' competition already decided, all three Volkswagen drivers were as hungry for success as ever...

Ogier and Ingrassia, who'd successfully defended their World Championship titles in Spain three weeks earlier, were determined to end the season on a high, with runners-up Latvala and Anttila seeking their third victory in Wales, while Mikkelsen and Fløene were looking for their maiden WRC victory, all against strong opposition from Hyundai, Ford and Citroën.

'The Rally Great Britain promises to be a spectacular finale,' said Volkswagen Motorsport Director Jost Capito. 'It is one of those rallies that everyone wants to win at least once in their career; right up there with the 'Monte', the Rally Sweden and the Rally Finland...'

Providing a first taster of the unique conditions they were to face, the damp gravel

roads of the Shakedown saw mud and sludge form a slippery surface, but it was a dream start for Volkswagen. Finishing first, second and third in the 'free practice' session, Mikkelsen/Fløene were fastest time, ahead of Ogier/Ingrassia and Latvala/Anttila over the 3.32-km stage, some of which also forms part of Saturday's 'Clocaenog East' special stage. Jost Capito was clearly pleased: 'The Shakedown showed that our drivers are in good nick – we couldn't have made a better start to the final round of the season.'

After the ceremonial start in Colwyn Bay on Thursday evening, the Rally GB began on Friday morning with the opening 'Gartheiniog' special stage. Helped by their early starting positions, as first and second in the Driver and Co-Driver competitions, Ogier and Latvala had the honour of opening the route through the Welsh forests.

Ogier was fastest through three of the first four speed tests, securing Volkswagen's

'It is one of those rallies that everyone wants to win at least once in their career...'



WALES RALLY GB

THE RALLY Great Britain is probably the only rally on the WRC calendar where fans would be disappointed if they didn't have horizontal rain driving into their faces! The weather and the ensuing drama and heroic tales have made the Rally Great Britain world famous. Of the total of 23 special stages, classic stages like 'Gartheiniog', 'Dyfi', and the section through Clocaenog Forest form the core of the 305.64 km against the clock, with mid-November rain transforming the gravel roads into a mud-bath, while fog can often severely hamper visibility.

200th WRC stage win with the Polo R WRC on Gartheiniog 1, although Latvala hit back with a blistering effort through SS3 (Hafren Sweet Lamb 1) to keep the battle alive and they arrived at the midday service halt in Newtown separated by less than 10 seconds. With the sun shining for the repeat afternoon loop, their flat-out fight through the forests intensified as the momentum swung back and forth...

Latvala slashed his team-mate's lead with a scintillating run on Gartheiniog 2, only for Ogier to respond immediately by



pace Dyfi 2, thrilling the hordes of onlookers with their spectacular slides.

Latvala was quickest again through both Hafren Sweet Lamb 2 and Maesnant 2, atoning for an earlier overshoot that cost him five seconds and the gap between them was just 6.6 seconds as they finished day 1 with four stage wins apiece, and a lead of more than a minute over closest rival, Mikko Hirvonen (M-Sport-Ford).

Sébastien Ogier declared it a good start to the Rally Great Britain: 'I was surprised by the conditions this morning, but I had a small advantage running first on the road. It was more difficult in the afternoon, with big ruts and lots of slippery sections and I struggled with a lot of understeer. In the end I was fighting to keep the car on the road. Overall, though, I'm happy and it's always positive to be in the lead. Jari-Matti won't stop pushing, of course, and I'm looking forward to Saturday now. I won't go crazy out there but, if you want to win, you need to take a few small risks – the fight goes on!'

'After we didn't set a particularly good time on SS1, I attacked a lot harder on SS2, but we had a big moment as there wasn't as much grip as I had expected,' explained Latvala. 'We hit a big hole and were lucky not to roll or damage the car too much, but we reduced the deficit from this morning and it's good to go into tomorrow after winning the last two stages of the day.'

Unfortunately, the day came to a premature end on stage 2 for Andreas Mikkelsen/Ola Fløene. After skidding into a ditch and damaging the front right suspension, they were forced to sit out the rest of the day, before returning to action on Saturday under Rally 2 regulations.

Following the evening service stop in Deeside, the action resumed on Saturday morning with SS9, Clocaenog East 1, with crews covering a total of 113 competitive kilometres that included the Chirk Castle spectator stage and the return of traditional night-time stages with Aberhirnant 2 and Dyfnant 2.

The second full day had barely got underway when Latvala – on a charge as he tried to reel in Ogier and having already reduced the deficit from 6.6 to 4.9 seconds – hit trouble. Just under seven kilometres into SS9 (Clocaenog East 1), he overshoot under braking and slid backwards into a ditch as his engine stalled. With assistance from spectators, it took more than three minutes to get the car back on the road, and they were forced to continue with a missing rear spoiler and non-functioning rear brakes. The error dropped Latvala down to 10th, compromising his run through the following four stages.

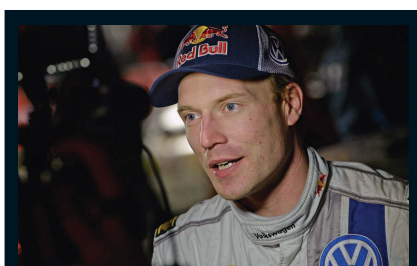
With the pressure removed, Ogier carefully paced himself in the tricky conditions to arrive back at midday service 70 seconds clear of his close pursuers, Citroën duo Mads Østberg and Kris Meeke.

Making the most of his early road position, the pace-setter all morning was Andreas Mikkelsen in the third Polo. Having gone off the road on the first stage on Friday,



SÉBASTIEN OGIER

'THAT IS OBVIOUSLY the best way to end a season: with a win. We were under no pressure, as the World Championship was no longer at stake, and just wanted to enjoy the Rally Great Britain. We really had to go flat-out on Friday and had a close battle for the lead with Jari-Matti Latvala, opening up a big lead over the rest of our rivals, but when Jari-Matti made a mistake on Saturday I then just had to get the car to the finish. All in all, it has been another magnificent season for Julien and me, with a fantastic team behind us.'



JARI-MATTI LATVALA

'I CAN LOOK back with great satisfaction on the 2014 season: I mounted my first serious challenge for the World Championship title, and kept the title race alive for a long time. I also won my first rally on asphalt, which was an important milestone for me. The duel with Sébastien Ogier was extremely exciting. I will carry on where I left off, next season. The Rally Great Britain did not pan out as I had hoped. My goal was definitely to go for the win here in Wales. Apart from the slip-up, our pace was good. As such, I am already looking forward to next year.'



ANDREAS MIKKELSEN

'UNFORTUNATELY that wasn't the end to the season I had hoped for. I would've liked to have given the team something better than two offs. However, the conditions were particularly difficult and mistakes happen quicker at the Rally Great Britain than anywhere else. I'm disappointed, but I believe we matched the pace of our team-mates and could have challenged for the win. Despite this, with five podiums, we've exceeded our own expectations and third in the Drivers' Championship is the best result of my career. I am looking forward to the 2015 season...'

JUST CAPITO

'TWELVE WINS in one season – we really can look back on a successful year. We can be proud of what we have achieved, and enjoy every moment in the World Rally Championship. The Rally Great Britain has also been a great success, and Sébastien and Julien did everything right en route to their eighth win of the season. Respect to them. In contrast, Jari-Matti Latvala, Mikka Anttila, Andreas Mikkelsen and Ola Fløene didn't end the season the way they had hoped, but they can also be proud of what they've achieved. There's no chance of us resting on our laurels, though, with preparations for 2015 already in full swing...'

'Sébastien and Julien did everything right en route to their eighth win of the season...'

the young Norwegian had restarted under Rally 2 regulations – more than half-an-hour adrift of the lead and down in 55th position. Demonstrating what might have been, he sped to four consecutive fastest times – only coming up short on the Chirk Castle spectator stage, which was won by Henning Solberg.

With the surface remaining slippery in the afternoon and having to contend initially with low sun glare and later full darkness, Ogier continued to take things easy and so didn't go better than fourth-fastest on any of the day's stages. Pushing no harder than necessary, the world champion finished ahead of Mikko Hirvonen (M-Sport-Ford) and Kris Meeke (Citroën) by 58.1 seconds, and was now just 46.12 kilometres away from his eighth triumph of the season.

'It's been a long day, and my approach to the rally obviously changed this morning when Jari-Matti went off,' Ogier confessed. 'We were in a comfortable lead after that, and the key became to control it and to remain focused, to keep everything neat and tidy and not make any mistakes. Our goal is now to control our lead of just under a minute until we get to the finish and to set a record of 12 wins in one season with Volkswagen. Sure, we have a comfortable lead, but you can never be certain as the conditions are too difficult to take anything for granted.' →



FACTS & FIGURES

With Ogier's success, the final round of the year brought the curtain down on what has been a fairy-tale season for Volkswagen, with a whole series of records falling to the Wolfsburg-based manufacturer in 2014. The 12th of a possible 13 wins saw Volkswagen eclipse the previous record of 11, held by Citroën, while Volkswagen also equalled the record eight one-twins in a season, set by Peugeot back in 2002.

Volkswagen also wrapped up the title in the Manufacturers' Championship at the earliest point of the season for 25 years, as well as

becoming only the second manufacturer in WRC history to provide all top three drivers in the Drivers' World Championship. Only Lancia had achieved this feat before – in 1987 and 1988.

Volkswagen's achievements were impressive, but so also was the manner in which they were achieved: in 2014, Ogier, Latvala and Mikkelsen added a further 197 of a possible 249 stage wins to the success story of the Polo R WRC. In total, 23 podiums went to Volkswagen over the course of the season's 13 rallies.

Since the Polo R WRC made its World Rally Championship debut in January 2013, it has

racked up 22 victories and 41 podiums in 26 rallies, while the Volkswagen drivers clocked fastest times on 345 of the 486 special stages over the last two seasons.

Latvala's success on the Power Stage at Rally GB meant that for the 11th time in the 2014 season the fastest time was set by a Volkswagen driver. A Volkswagen driver has picked up at least one extra point on 24 occasions this year. Indeed, since joining the championship in 2013, of the 25 Power Stages held in that time, Volkswagen drivers won on 19 occasions, and finished in the top three 44 times.

RALLY GB saw a prestigious award for Julien Ingrassia when he was presented with the 'Michael Park 'Beef' Trophy' that is awarded to one co-driver each year, in memory of Michael Park. As well as sporting success, it also recognises attitude, commitment and outstanding performance. Michael Park died tragically in a fatal crash during the 2005 Rally Great Britain, while co-driving for Markko Märtin.

'The pace-setter all morning was Andreas Mikkelsen in the third Polo. Demonstrating what might have been, he sped to four consecutive fastest times...'



Volkswagen DRIVER







**Volkswagen
DRIVER**





Mikkelsen was clearly delighted with his performance: 'I enjoyed day 2 of the Rally Great Britain, that is for sure. We won five stages today and didn't finish outside the top two all day. It is a shame we slipped up yesterday – who knows what we could have achieved here otherwise. Our priority for tomorrow is once again to memorise the special stages for next year, and to have some fun!'

Following the evening service stop in Deeside, the action resumed on Sunday morning with SS18, the first run through the all-new Brenig stage. Highlights included two blasts through the spectator stage at Kinmel Park, with Brenig doubling up as the points-scoring Power Stage at midday.

With a comfortable overnight lead, all Ogier needed to do on Sunday was pace himself to the end – and he did so to perfection, finishing 37.6 seconds clear of his closest pursuer to conclude his championship-winning campaign with a commanding eighth triumph.

'I'm delighted with this victory – that was the target,' he acknowledged. 'We started by going flat-out on Friday, but then my rally completely changed following Jari-Matti's mistake on Saturday morning. After that, it became a case of controlling everything, but it's so difficult to find the right balance

between pushing too hard and going too slow and losing the feeling with the car. Even with a good lead, it's still far from easy and the key was to avoid all the potential pitfalls. There's no doubt that this is absolutely the best way to finish the season.'

Behind Ogier, a see-saw battle raged between the Ford Fiesta RS WRC of Mikko Hirvonen and Kris Meeke in the Citroën DS3 WRC, until Meeke suffered a second puncture of the day that dropped him to fifth. Hirvonen finished in second, ahead of Mads Østberg, Thierry Neuville, Elfyn Evans and the luckless Meeke.

The recovering Latvala finished eighth, despite nine fastest times to his name – including the points-paying, rain-plagued Power Stage, which he completed with part of a Christmas tree attached to the front of his car! Latvala won more stages than anybody else, but his Saturday morning 'off' undoubtedly cost him a shot at victory. Sadly, Andreas Mikkelsen was forced into retirement on SS19, when a slide into a ditch culminated in a burnt-out clutch. 🇧🇪

The 2015 FIA World Rally Championship kicks off with the Rally Monte Carlo from January 22 to 25, 2015.

FIA WRC RALLY GREAT BRITAIN FINAL RESULTS

1	Sébastien Ogier/Julien Ingrassia, Volkswagen	3h 03m 08.2s
2	Mikko Hirvonen/Jarmo Lehtinen, Ford	+ 37.6s
3	Mads Østberg/Jonas Andersson, Citroën	+ 1m 03.6s
4	Thierry Neuville/Nicolas Gilsoul, Hyundai	+ 1m 14.9s
5	Elfyn Evans/Daniel Barritt, Ford	+ 1m 24.3s
6	Kris Meeke/Paul Nagle, Citroën	+ 2m 03.0s
7	Ott Tänak/Raigo Mõlder, Ford	+ 2m 29.7s
8	Jari-Matti Latvala/Miikka Anttila, Volkswagen	+ 2m 47.5s
9	Martin Prokop/Jan Tománek, Ford	+ 3m 43.3s
10	Hayden Paddon/John Kennard, Hyundai	+ 3m 48.5s

FIA WRC RALLY GREAT BRITAIN POWER STAGE RESULTS

1	Latvala/Anttila, Volkswagen	7m 04.7s
2	Neuville/Gilsoul, Hyundai	+ 2.3s
3	Østberg/Andersson, Citroën	+3.1s

DRIVERS' CHAMPIONSHIP (PTS)

1	Sébastien Ogier	267 points
2	Jari-Matti Latvala	218
3	Andreas Mikkelsen	150
4	Mikko Hirvonen	126
5	Mads Østberg	108
6	Thierry Neuville	105
7	Kris Meeke	92
8	Elfyn Evans	81
9	Martin Prokop	44
10	Dani Sordo	40

MNFRS' CHAMPIONSHIP (PTS)

1	Volkswagen Motorsport	447 points
2	Citroën Total Abu Dhabi WRT,	210
3	M-Sport,	208
4	Hyundai Motorsport,	187
5	Volkswagen Motorsport II,	133

COMMENT

WHAT A SERENE performance from Sebastien Ogier at the season finale Wales Rally GB, as he stroked his way to an eighth win of the year. An event nothing short of a benefit for the double World Champion, his inter-team rivals fell off trying to keep up with his pace.

Hardened traditionalists may bemoan the lack of sheer endurance seen in former 'RAC' rallies of old, but Wales Rally GB still remains a stern test of a driver in forever changing, often-wet November grip conditions. This ensured that the rally opened with drivers never quite sure of what traction was available. Running first on the road for once proved an advantage for Ogier on the opening morning, with later drivers reporting stages getting more slippery and Andreas Mikkelsen quickly proved the point by sliding off on Stage 2.

Jari-Matti Latvala 'went for it', pushing hard to put pressure on Ogier at the start of Day 2 – and also slid off. It duly took the sting out of the Finn's challenge, prematurely curtailing a gripping duel: 'It was difficult to push the car to the limit without the rear wing.' The rest was textbook on-form Ogier, managing his pace, with his rivals stumped, the tone firmly set for 2015.



In a late twist, post-event, comes the news that nine-time WRC Champion and seven-times Monte winner Sebastien Loeb returns from his 'retirement' – always a reversible status in motorsport – for a one-off Citroën drive at Monte Carlo 2015. Ogier will have caught his breath at that news, doubtless thinking he'd seen the last of the towering WRC adversary.

So, the WRC top dog now has an unexpected but headspace-occupying curveball to handle, one that will marginally erode his stature as a double World Champion if his season-opening challenge has any chinks in it. All with the added pressure of the lottery-like surface of the Monte and without the in-car split stage time information on rivals – technically banned for 2015 onwards,

although not entirely policeable – which will blunt the psychology of drivers keeping an eye on others' progress ahead and managing pace accordingly while actually driving on stage.

With 2015 triggering the deferred 2014 car homologation window for the teams, the first hints of the revised Polo R WRC have emerged. Reportedly 20 per cent new, it has been seen with some subtle aerodynamic refinements to the front bumper outer corners – a critical air-flow zone – and the upper sections of the wheelarch extensions. Underneath, the opportunity to target engine, suspension and weight distribution optimisation is unlikely to be passed up. And with 12 event wins out of 13 this year, their rivals already have some catching up to do.

In 2015 Volkswagen have one main job to do, and that's to finally win their bogey event, WRC Germany, to give the top brass a home win. **Chris Eyre**

'The rest was textbook on-form Ogier, managing his pace, with his rivals stumped, the tone firmly set for 2015...'



DOMINATE THE TRACK. RULE THE STREET.



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT

Performance for Motorsport and Street.

Worldwide race series, teams and drivers trust in Eibach.
Benefit from our experience and race proven technology by fitting Eibach to your car.

Springs. Anti Roll Bars. Wheel Spacers. Suspension Systems. Coilovers. Alignment Kits.

Eibach UK | Phone: 01455 285 851 | e-Mail: sales@eibach.co.uk



eibach.com

enquiries@jkm.org.uk
+44 (023) 9263 9933
www.jkm.org.uk

JKM Performance



2.0 TFSI TUNING SPECIALISTS



JKM Motor Services Ltd based in Portsmouth Hampshire, is a fully equipped Independent specialist in the service, repair & modification of VOLKSWAGEN, AUDI, SEAT & SKODA vehicles.

JKM offer a host of services for both Standard and Modified cars from routine servicing to exact manufactures requirements through to Engine upgrades Suspension upgrades and much more.....



2.0 TFSI TUNING PACKAGES FROM: £550+Vat **2.0 TFSI K03 to K04 TURBO CONVERSIONS FROM: £2350+Vat**
(see the JKM website for details) (A minimum hardware and Software Standard is required - see JKM website for details)



DYNO DYNAMICS

JKM Motor Services Ltd
Bolde Close
Portsmouth
Hampshire
PO3 5RD



WWW.JKM.ORG.UK

Phone: 023 9263 9933
enquiries@jkm.org.uk

30 YEARS 1983-2013
OF MILLTEK EXCELLENCE

MAKE EVERY JOURNEY EPIC

More than 30 years of continuous exhaust development and technical expertise are drawn upon to develop the ultimate Milltek Sport range of performance exhaust products. It's little wonder that Milltek Sport remains the 'must-have' brand for tuners around the World.

Discover more at millteksport.com

MILLTEK SPORT



Passat Saloon Executive 2.0 TDI BMT

**6-speed
manual**

A sensational new Passat may be just around the corner, but the very last of the line of a particular generation is often the best of its kind – with this B7 Passat Executive 2.0 TDI providing ample performance and excellent economy along with an extra touch of style...



WITH THE NEW, eighth generation, Passat soon to be released here in the UK, with first deliveries expected in January 2015, we just have time for a final road test of the current model.

Arguably, the new model is long overdue. The current generation is essentially the same car that was introduced nearly 10 years ago, way back in 2005 – in both Saloon and Estate body styles. It replaced the outgoing longitudinally engined Audi A4-based (B5) model, instead using a basic platform and a range of transverse-mounted powertrains similar to those of the contemporary Mk 5 Golf.

Its styling might not have set the world alight, but it proved to be popular enough with buyers and fleet sales were strong, with its prospects improved when the facelifted seventh generation Passat was launched at the end of 2010, with virtually all new body panels, sharper styling and the contemporary corporate front end and grille with its strong horizontal elements, clothing what was essentially the same platform and running gear. It's well worth looking at a brief model history, to put things in context, before analysing the test car.

Initially, three trim levels were available: S, SE and Sport, with petrol engines ranging from 122 PS 1.4 TSI through 160 PS 1.8 TSI to 210 PS 2.0 TSI, along with common-rail diesel units ranging from the 105 PS 1.6 TDI to the 140 PS and 170 PS versions of the 2.0 TDI, with the SE 2.0 TDI 140 the best seller. Transmission options include 6-speed manual and 6- or 7-speed DSG automatic.

The 1.4 TSI and all the TDI models were designated BlueMotion Technology (BMT),

with fuel-saving features such as Stop/Start and energy recuperation. A true BlueMotion model was then added in June 2011, with a 105 PS 1.6 TDI engine, 6-speed gearbox and modifications to reduce drag and improve aerodynamics such as lightweight 16-inch steel rims (with 17-inch 'Buenos Aires' alloys as an option), low rolling resistance tyres, suspension lowered by 15 mm at the front and 7.5 mm at the rear, plus a revised radiator grille and underbody panel to minimise drag. The Saloon was also fitted with a compact rear spoiler. These produced an average combined fuel consumption of 68.9 mpg for the saloon and 65.7 mpg for the Estate, with CO₂ emissions of 109 g/km and 113 g/km for the Passat Saloon and Estate respectively. We tested the BlueMotion Estate in our April 2012 issue, recording 55 mpg overall.

In October 2012 a new Highline trim level replaced the SE, adding an RNS 315 touchscreen satnav unit (previously a £750 option), front and rear parking sensors (£430), 2Zone climate control (£500) and 17-inch 'Sao Paolo' alloy wheels. Together, they added £1,680-worth of value at a premium of just £500 over the outgoing SE.

May 2013 then saw the introduction of the R-Line trim, with a bespoke body kit, fog lights with cornering function, lowered sports suspension (by 15 mm), 18-inch 'Kansas' alloy wheels, chrome trim on the bumpers and window surrounds offset by dark-tinted rear windows, standard bi-xenon headlights with LED daytime running lights and LED tail-lights. The Passat R-Line's equipment was based on that of the Passat S, including Bluetooth, USB and iPod connectivity, DAB digital radio and a leather-trimmed multi-

function steering wheel (with gearshift paddles on DSG models).

A 160 PS 1.4-litre TSI engine also became available in Passat Highline models, replacing the 160 PS 1.8-litre TSI unit while offering better fuel economy and lower CO₂ emissions.

Then, in January 2014, two new trim levels were added: Executive and Executive Style, replacing the Highline, Sport and R-Line trims in the line-up.

The Executive sits above the entry-level S and BlueMotion models, and provides a comprehensive standard specification including 17-inch 'Michigan' alloys (including a full-size alloy spare) exterior chrome trim, the RNS 315 touchscreen satnav, leather-trimmed multi-function wheel and gearlever, and Vienna leather upholstery, including heated front seats, and electric adjustment for the driver's seat. Standard 2Zone climate control, cruise control and front and rear parking sensors were also added. Altogether, the Passat Executive came with over £1,700-worth of equipment, compared with the Highline, at a premium of just £200.

The Executive Style built on the Executive, but added 15 mm lower sports suspension,

'The Executive sits above the entry-level S and BlueMotion models, and provides a comprehensive standard specification, at a premium of just £200'



'This 140 PS version of the 2.0 TDI CR unit recorded a best of 9.3 seconds for the 0 to 60 mph sprint and achieved a genuine overall fuel economy figure of 49.8 mpg...'

18-inch 'Kansas' alloys, bi-xenon headlights, front fog lights, and tinted rear glass – together worth more than £2,000 – for just £995 over the Executive.

Both the Executive and Executive Style come with a choice of 160 PS 1.4 TSI BMT petrol engine with either 6-speed manual or 7-speed DSG auto, or 105 PS 1.6 TDI BMT diesel with 6-speed manual, or two versions of the 2.0 TDI BMT, developing either 140 PS or 177 PS, each with the option of 6-speed manual or 6-speed DSG auto transmission.

Our test car was the Passat Executive Saloon, with 140 PS 2.0 TDI BMT engine and 6-speed manual gearbox, priced at that time at £23,795, although our test car also came with the Night blue metallic paint option (£535) and optional RNS 510 DVD satnav/DAB audio system priced at £1,200.

All versions of the Passat's TDI engines from this generation use common-rail technology, spraying the fuel directly into the combustion chambers at very high pressure, with piezo actuators controlling multiple injections for maximum power and fuel-efficiency. They all comply with

Euro5 emissions legislation and are fitted with a Diesel Particulate Filter (DPF) as standard, reducing particulate emissions to below 5 mg/km.

In conjunction with twin balancer shafts to reduce undesirable vibrations, improved engine mountings, and a toothed-belt camshaft drive, this generation of TDI engines is very smooth, quiet and refined compared to previous versions.

This 140 PS version of the 2.0 TDI CR unit produces its maximum power at 4200 rpm and develops high torque of 320 Nm (236 lb.ft) over a broad range from 1750 to 2500 rpm. In this case, with the six-speed manual gearbox, it has an official 0 to 62 mph time of 9.8 seconds and a top speed of 132 mph along with a combined fuel consumption of 61.4 mpg (54.3 for DSG) and CO₂ emissions of 119 g/km (135 for DSG).

As usual we managed to coax a slightly faster acceleration time out of the test car, recording a best of 9.3 seconds for the 0 to 60 mph sprint and achieving 70 and 80 mph in 12.1 and 15.9 seconds respectively. But, of course, the official fuel consumption figures

remained far out of reach, with a genuine overall fuel economy figure of 49.8 mpg, although this includes our performance testing phase and so normal driving will return average figures in the low fifties.

Indeed, we only exceeded the official overall economy figure during our deliberate economy driving test – cruising for over 60 miles on the motorway at speeds of between 55 and 65 mph – when we returned 62.5 mpg. The official figures quote 61.4 mpg for the combined driving cycle, 50.4 mpg for the urban cycle and 70.6 mpg for the extra-urban, none of which will ever be achieved in real-life driving.

Even so, the genuine fuel efficiency is very commendable for a car of this size and performance, and with the fuel tank holding 70 litres (15.4 gallons) you can safely stretch the range to nearly 650 miles with careful driving and well over 550 even in normal use.

This model is fitted with cruise control as standard, not only useful to maintain a fixed speed as an aid to fuel economy but also to ensure that you don't inadvertently let your speed creep up too high when cruising on the motorway, or through speed restricted sections – all too easy with the strong engine and high gearing. It also provides the Driver Alert system which flashes up a warning if the driver shows signs of drowsiness after long distances.

While only the true BlueMotion (105 PS 1.6 TDI) model has the full complement of fuel-saving devices, all the BlueMotion Technology (BMT) models come with the stop-start system and energy recuperation, which play a useful part in reducing fuel consumption in normal driving.





With Stop/Start enabled, the engine will shut down whenever you come to a stop for more than a few seconds, at traffic lights and junctions for instance. The engine restarts instantly as soon as you depress the clutch to select first gear or if you touch the accelerator pedal. It only operates when the engine is up to temperature, so if your commute is a short drive across town you may seldom experience the system. On longer runs it will intervene whenever you come to a halt and while it can be a bit disconcerting at first you soon learn to trust it to re-start automatically. If you find you can't live with it, it is possible to deselect it by pressing the switch on the dash panel, but note that it will re-set itself when the engine is next restarted manually.

Energy recuperation is less obvious as it operates inconspicuously during braking, or on the over-run, to increase the output voltage of the alternator, feeding more energy into the battery or, if it is fully charged, the alternator is deactivated, thus using less of the engine's energy.

Only the versions with DSG transmission have the ability to coast automatically on the over run, although discerning drivers will know that the same effect can be achieved with a manual gearbox...

While the seamless shifting of the DSG gearbox offers obvious advantages, it comes at quite a premium, and even the gearchange of the manual gearbox is very smooth and positive, with the engine providing enough torque and flexibility that you don't have to change down too often in any case. For best economy it pays to get into sixth gear as

early as possible and it will pull quite comfortably from 40 mph all the way up to its top speed, while a drop down to third will provide maximum acceleration for overtaking.

Dynamically, the Passat Executive handles well, with accurate and positive steering response and good turn-in, with relatively little roll on cornering, although falling somewhat short of being outright sporting. The level of ride comfort is very good, with the spring travel long enough to soak up large bumps and potholes, and the damping firm enough to control the body over choppy and undulating roads without ever feeling stiff or jarring. Dynamic Chassis Control (DCC) is available as an option, providing automatically adaptive as well as variable damping rates, but it's an expensive extra amounting to £820.

It's interesting to note that the XDS electronic differential, the system which selectively uses the ABS brakes to maximise traction and modulate the handling, could be specified as a factory option on the 140 PS 2.0 TDI, although it will have been fitted as standard on the 177 PS model. We can't help wondering how many, if any, customers will have specified this as a £185 option because it's not all that expensive for what it does...

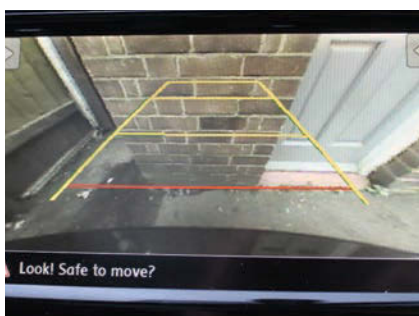
The brakes are very powerful, when needed in extremis, but also very progressive and easy to modulate. The accompanying electronic parking brake may not be to everyone's taste, but it has been refined over the years and now works very efficiently. Never forget that it is actually a very powerful emergency brake, capable of pulling

the car up very abruptly from high speeds. No longer mounted on the dash, where it was accessible only by the driver, the switch is now on the centre console so it important to brief your front seat passenger not to fiddle with it while on the move.

The Executive is fitted with 7.5 x 17-inch alloy wheels, a 10-spoke style which Volkswagen calls 'Michigan', and these are shod with 235/45 R17 tyres, Continental's excellent Sport Contact 3 on our test car. Surprisingly, even though these use the ContiSeal self-sealing lining to help prevent punctures, the Passat Executive also comes with a full-sized spare wheel, and an alloy one at that.

It might seem somewhat extravagant, when so many cars these days don't even come with a spacesaver spare, but it does mean that if you do have to change a wheel then you can fit a spare which perfectly matches the rest. But do make sure, if sharing a company car, or buying secondhand, that the wheel and tyre in the boot is fully serviceable and not a previously punctured

'Even though shod with ContiSeal self-sealing tyres the Passat also comes with a full-sized alloy spare wheel..'



tyre, or damaged alloy wheel, that hasn't been attended to since...

Inside, the driver's seat is heated and comes with 6-way electrical adjustment including lumbar adjustment, while the passenger seat – also heated – has manual height and lumbar adjustment, and both headrests can be adjusted vertically and horizontally. Both front seats give good lateral support and proved to be very comfortable on long journeys. The Executive trim level provides Vienna leather upholstery, which not only adds a good-looking touch of class but is also durable and easy to clean.

There is also plenty of legroom for rear seat passengers, with provision for three across the rear seat if necessary, all with headrests and three-point seatbelts, and the rear seat is 60:40 split-folding with load-through provision for extra luggage space if required.

The boot is large and broad, with a total capacity of 565 litres quoted, but with the full-sized spare wheel taking up virtually all the space under the boot floor. The boot space

itself can still cope with plenty of luggage and the boot lid is spring-loaded so that it springs up automatically when unlatching it with the key, or using the switch on the driver's door. Take care not to trigger it accidentally when leaving the car, or you could come back to find an empty boot, or the contents still intact but soaked by rainwater! There's also an option, in conjunction with the keyless entry system, which provides automatic boot opening as you approach the car with your hands full, actuated by moving your foot under the rear bumper area.

Normally, the Passat Executive is fitted with the RNS 315 touchscreen satnav / DAB radio system with MP3 compatible CD player, feeding eight speakers. This example, however, was equipped with the RNS 510 unit with integrated voice control and rear-view camera. It's an expensive upgrade, the option costing £1,200, but the rear-view camera alone would cost £310 and it could well save you from an expensive accident.

The standard equipment list includes 2Zone electronic air-conditioning, with

automatic recirculation, with separate temperature and airflow controls for each side of the cabin. It also includes parking sensors, front and rear, with an optical display on the central touchscreen panel. There's also a multifunction steering wheel, with integral controls for the audio and trip computer functions, with the Highline multifunction computer provided as standard, and an MDI (Multi Device Interface) with USB and iPod connection cables, along with Bluetooth phone preparation all as standard.

The options list also included special functions like Adaptive Cruise Control (ACC), High Beam Assist, Lane Assist, Side Scan and Park Assist, for those unable to exercise traditional driving skills like judging distance to the car in front, dipping their own headlights, driving in a straight line, checking their side mirrors, or parking the car themselves. It will be interesting to conduct a survey to see just how many customers actually ordered these expensive optional extras...

Although no longer a current model for factory-ordering, the B7 Passat Executive and Style models will inevitably still be available from stock and it would be reasonable to expect that there might be some deals to be done, in the shadow of the forthcoming B8 model. There's no doubt at all that the new MQB model is a quantum leap forward in terms of styling, construction, equipment, performance and driving dynamics, but that's not to say that the previous model was seriously inadequate; far from it, and – as is so often the case – the very last of the line of a particular generation is often the best of its kind. 🇩🇪





Other references

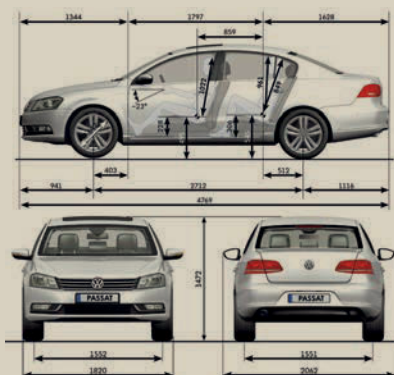
Passat Saloon SE 1.6 TDI BMT road test	April 2011, p23-29
Passat Estate BlueMotion 2.0 TDI DSG road test	May 2011, p33-39
Passat Estate BlueMotion 1.6 TDI road test	April 2012, p23-29
Passat CC 2.0 TDI BMT road test	Sept 2012, p21-27
Passat Alltrack 2.0 TDI (140 PS) road test	Dec 2012, p23-29
Passat CC 2.0 TDI (177 PS) DSG road test	Aug 2014, p15-21

Facts and figures: Passat Saloon Executive 2.0 TDI BMT 6-spd manual

DIMENSIONS & WEIGHTS

Overall length/width/height (inches)	187.9/81.2/57.9
Overall length/width/height (mm)	4769/2062*/1470
Wheelbase	106.8 in, 2712 mm
Track, front/rear	61.1/61.1 in, 1552/1551 mm
Turning circle	37.4 ft, 11.4 m
Unladen weight	3377 lb, 1532 kg
Total permitted weight	4629 lb, 2100 kg
Permitted trailer load; with brakes	3968 lb, 1800 kg
Permitted trailer load; without brakes	1653 lb, 750 kg
Luggage capacity rear seats up	565 litres
Wheels and tyres	7.5 x 17 alloys 235/45 R17

* Inc. Mirrors



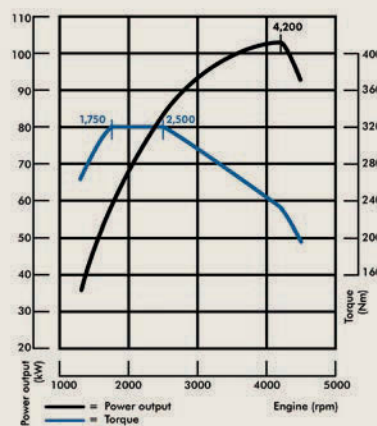
ENGINE / FUEL ECONOMY / ACCELERATION

ENGINE SPECIFICATION

Displacement	1968 cc
Configuration	In-line
Cylinders	4
Bore and stroke	81.0 x 95.5 mm
Power output	140 PS (103 kW) @ 4200 rpm
Maximum torque	236 lb.ft. (320 Nm) @ 1750 rpm
Compression ratio	16.5:1
Valves per cylinder	2 inlet, 2 exhaust

FUEL CONSUMPTION

Overall test value	49.8 mpg, 5.7 l/100km
Economical driving	62.5 mpg, 4.5 l/100km
Urban cycle	50.4 mpg, 5.6 l/100km
Extra urban cycle	70.6 mpg, 4.0 l/100km
Total	61.4 mpg, 4.6 l/100km
Fuel required	Diesel
Fuel tank capacity	15.4 gallons, 70 litres
CO ₂ emission	119 g/km



ACCELERATION FIGURES

Maximum speed	132 mph, 213 kph
0-50 mph	6.5 sec
0-60 mph	9.3 sec
0-70 mph	12.1 sec
0-80 mph	15.9 sec
30-50 mph (3rd gear)	4.0 sec
30-50 mph (4th gear)	5.7 sec
50-70 mph (3rd gear)	4.5 sec
50-70 mph (4th gear)	5.9 sec
50-70 mph (5th gear)	7.5 sec
50-70 mph (6th gear)	9.8 sec

Acceleration figures recorded using VI Monitor.
For more information visit the website at:
www.vi-performance.com

UK insurance group

21E

PERFORMANCE COMPARISONS

	Passat 7 Saloon Executive 2.0 TDI BMT 6-spd man	Passat 7 Estate SE 2.0 TDI BMT 6-spd DSG	Passat 7 Saloon 1.6 TDI BMT 6-spd man	Passat 6 Saloon 2.0 TDI SE 6-spd man	Jetta 2.0 TDI Sport 6-spd man
Displacement, cc	1968	1968	1598	1968	1968
Power output, PS/kW @ rpm	140/103 4200	140/103 4200	105/77 4400	140/103 4000	140/103 4200
Maximum torque, lb.ft./Nm @ rpm	236/320 1750	236/320 1700	185/250 1500	236/320 1750-2500	236/320 1750-2500
Maximum speed, mph/kph	132/212	130/209	121/195	130/209	130/209
0-50 mph, sec	6.5	7.9	7.4	6.6	6.6
0-60 mph, sec	9.3	10.7	11.4	9.1	9.3
0-70 mph, sec	12.1	14.7	14.7	12.0	11.9
0-80 mph, sec	15.9	19.4	21.5	15.4	15.6
30-50 mph (third gear), sec	4.0	4.2	4.9	4.2	3.7
30-50 mph (fourth gear), sec	5.7	-	8.2	6.0	6.9
50-70 mph (third gear), sec	4.5	6.8	7.0	4.8	4.4
50-70 mph (fourth gear), sec	5.9	-	8.0	5.7	6.1
50-70 mph (fifth gear), sec	7.5	-	12.7	7.4	8.6
50-70 mph (sixth gear), sec	9.8	-	18.9	9.6	10.8
Overall fuel consumption, mpg / l/100 km	49.8/5.7	46.5/6.1	51.2/5.5	43.6/6.4	57.8/4.9
Unladen weight, lb/kg	3377/1532	3530/1601	3304/1499	3633/1648	3110/1411
Power/weight ratio, PS per ton / PS per tonne	93/91	89/87	71/70	86/84	100/99
Test publication date	Dec '14	May '11	Apr '11	Sept '05	Dec '11

'As usual we managed to coax a slightly faster acceleration time out of the test car, recording a best of 9.3 seconds for the 0 to 60 mph sprint...'

i To read any of the other tests mentioned in the comparison chart, back issues can be ordered securely from our website
www.volkswagendrivermag.co.uk

New Tech

A recent visit to Volkswagen's Ehra Lessien test facility, near Wolfsburg, saw a whole range of new technologies revealed, primarily concerned with improving fuel efficiency and reducing emissions, along with enhancements in terms of connectivity and vehicle networking...

VOLKSWAGEN AG has set itself the target of becoming the world's most sustainable car manufacturer by the year 2018, with the avowed intention of reducing energy and water consumption, waste generation and emissions (including CO₂ emissions) by 25 per cent in all of its business areas, compared to baseline figures for 2010.

That's a tall order, even for a company already rightly renowned for such innovative 'Think Blue' technology, but a recent technical seminar at Ehra Lessien revealed some of the ways in which Volkswagen AG plans to achieve this target within the four years remaining until 2018.

Clearly, Volkswagen is counting on zero-emission electric mobility and plug-in hybrids, but is also working on improving

the fuel-efficiency of combustion engines, and gearboxes, in addition to lightweight design, aerodynamics and efficiency in every conceivable area...

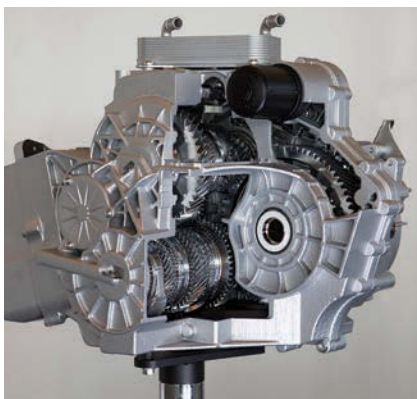
10-speed DSG

Its latest technologies for reducing fuel consumption and CO₂ emissions include the world's first 10-speed dual-clutch gearbox (DSG). Suitable for engines with up to 550 Nm (406 lb.ft.) of torque, the highly efficient layout of its gear steps contributes towards reduction in fuel consumption and CO₂

emissions through the use of much higher gearing at the top end, for 'overdrive' cruising at low engine speeds (it was suggested that it could provide a road speed of as much as 80 mph per 1000 rpm in top gear), as well as the possibility of lower first and second 'crawler' gears for low-speed driving in heavy traffic, or for off-road use.

Surprisingly, the new 10-speed DSG (DQ511) is essentially a modified 7-speed DQ500 unit, with similar overall dimensions – suitable for use in transverse-engined MQB models – and with only a modest increase in weight. The additional gearing is achieved by changing the power flow, by adding two extra shifting elements and a reversing wheel, to provide a total of 10 combinations of gear ratio.

As well as improved dynamic efficiency through the closer ratios, internal friction is reduced by a special coating on the gearwheels themselves, as well as the bearings, and the use of a low friction oil. The DQ511 also enables coasting, by decoupling the engine from the gearbox and switching off the engine on the over-run. We'd expect to see it used first in models like the bi-turbo Passat and Golf GTD. →



'Volkswagen's latest technologies for reducing fuel consumption and CO₂ emissions include the world's first 10-speed dual-clutch gearbox...'



'As well as the recently introduced 240 PS bi-turbo TDI engine a further development will produce a maximum power of 272 PS...'

High-performance TDI engines

As well as the recently introduced 240 PS bi-turbo TDI engine used in the new Passat 4Motion, with a power output of 120 PS per litre displacement and fuel consumption claimed to be as low as 53.3 mpg, a further development to produce a maximum power of 272 PS is projected. This is achieved by the use of a variable valve train, further optimised gas exchange cycles and an electrically-powered booster, effectively an additional supercharger such as we've seen recently on some Audi and Volvo engines.

Stop-Start 2.0

We're already familiar with Stop-Start from the existing BlueMotion and BMT models, but rather than deactivating the engine after it has come to a halt, Stop-Start 2.0 recognises situations when the engine and car are both slowing down on the over-run, or under braking, or while coasting with a DSG transmission, and shuts off the engine at speeds below 7 kph (4.3 mph). So, considered as part of the overall driving cycle, the engine spends even more time switched off and saving fuel.

Mild hybrid is a further extension of this concept, a system that shuts off the TSI/TDI engine whenever it is not being used, even at much higher driving speeds. It uses a belt-driven starter/generator (Riemengetriebener StarterGenerator (RSG) that can re-start the engine at any engine speed, so that the system is able to handle 'change of mind' situations such as when the driver releases the accelerator pedal but then has to reapply the power to deal with a situation.



An electric pump in the DSG transmission ensures that the gearbox can still shift while the engine is deactivated, so that the correct ratio is immediately available upon re-start.

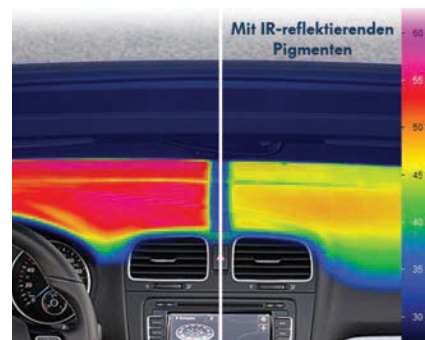
Since the energy retrieved by recuperative braking is also increased in the mild hybrid, a lightweight lithium-ion battery is used for storage, supplying the electrical system during the stop-start and coasting phases, and also used to restart the engine.

We sampled this system in a Passat, on the test track, and the engine stop and re-start is virtually imperceptible in operation, save for a dashboard indicator and the movement of the tachometer needle.

Lightweight panels

Also related to fuel economy, as well as performance, is the concept of reducing weight by using lightweight panels. We've already seen how Volkswagen has reversed the upward trend in terms of body weight, thanks to careful structural design, with the Mk 7 Golf nearly 100 kg lighter, and the latest Passat models almost 85 kg lighter than their predecessors, despite improved rigidity, safety and equipment levels.

An innovation that will soon see increased application in series mass production is a three-layer sandwich construction, already used for the bonnet of the road-going Polo R WRC. Comprising a polymer thermoplastic layer, sandwiched between two thin steel layers, the composite material weighs up to 30 per cent less than conventional steel panel, saving 4 kg in the case of the bonnet, while maintaining identical strength and resilience.



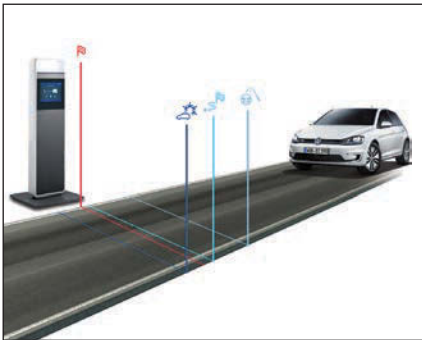
Air-conditioning is often cited as a source of power loss, whether a mechanical or an electrical compressor is used, and studies have found that, for as much as 40 per cent of total driving time, the air-conditioning system is not actually needed to cool or dehumidify the cabin air. The need-based system used in the MQB Golf and Passat saves energy by automatically shutting off the air-conditioning pump whenever ambient or cabin conditions are suitable, without compromising comfort.

Closely related are a couple of innovations to improve the cabin environment, with the use of infrared-reflecting pigments in the dashboard to reject heat caused by solar radiation through the windscreen, reducing cabin temperatures and the requirement for air-con intervention, while also improving component life for the electronic elements under the dash panel.

A low emissivity (Low-E) glass sunroof also uses thin oxide film to block long-wave infrared radiation while still allowing short-wave light to pass through, reducing



temperatures inside the cabin in summer while also retaining heat during cold weather. Heat load or heat demand can both be reduced by as much as 15 per cent, while the sunroof shade panel can also be dispensed with, thus saving weight.



Range manager

Just as important as fuel and energy savings in fossil-fuelled cars are improvements in efficiency for electric cars, to optimise the maximum driving range, taking into account the route, traffic conditions, ambient conditions and driving style. The Range manager not only displays the range that can be achieved at any given point, but also recommends actions that the driver can take to reduce consumption and increase range, such as a change of driving style or an alternative route, or a reduction in cabin cooling. Ultimately it can intervene to actuate Auto mode, changing the driving profile, reducing engine power or revising the route to ensure either that the destination can be achieved, or the driver diverted to the nearest charging point.

Heat pump

Clearly, the electric car doesn't have a conventional combustion heat source and if energy is drawn from the lithium-ion battery for cabin heating it will reduce the driving range. Instead, Volkswagen has devised a heat pump, essentially a specially developed air-conditioner using highly pressurised refrigerant to give off heat energy to warm the cabin air. The heat pump also uses waste heat from the motor and power electronics, thus improving driving range while still providing adequate cabin heating.



Networking

In parallel with the sustainability theme, Volkswagen is also developing maximum interactivity in all vehicle classes, in the interests of both comfort and convenience, by increasing the networking with consumer electronics. Because many more apps and online services can now be used via the modular infotainment system (MIB) and Volkswagen Car-Net, the new hardware and software systems will fundamentally change everyday life in the car.

The applications of Volkswagen Car-Net are generating gains in safety, comfort and convenience. For instance, 'Security & Service' let users view vehicle data over the internet, enabling them to check fuel and washer fluid levels before heading out on a trip, for instance.

It can also be used to define an area of operation or a speed limit; if the vehicle is used outside of these parameters, the user is automatically notified. It can also be used to schedule service appointments, or make an assistance or emergency services

call, in the event of a breakdown or accident.

It also has a tracking function, in case the vehicle is stolen, and can be used to locate the car's last parking position using GPS and even to operate the car's horn to make it easier to find in a large parking area, as well as to remotely unlock the doors.

Apple and Android in Volkswagen

After the initial use of MirrorLink™ in the new Polo and Passat, Volkswagen is continuing to further develop the integration of smart phones by combining interfaces to a wide variety of mobile phone operating systems. In the coming year, it will be possible to link nearly all smart phones to the infotainment system via 'Apple CarPlay' and 'Android Auto' to the existing MirrorLink™ apps, under 'App Connect'.

In particular, Volkswagen's 'Think Blue Trainer' (an aid to fuel-efficient and eco-friendly driving) and 'Sound Journey' (which lets users generate their own soundtrack, according to driving style) apps will be applied under 'App Connect'. →





Media Control

Introduced in the new Passat, the 'Media Control' system links tablets of all types into the matrix of infotainment systems. Rear seat passengers can conveniently use their tablets to operate all key entertainment functions (radio and media), surf the 'net, view movies or send an address book entry to the infotainment system as a destination for navigation. It is also allows addresses found by Google search to be integrated into the navigation.

Volkswagen is also showing how future networking of tablet and car might look in a concept vehicle. For instance, videos can be played back in parallel on all tablets in the vehicle, regardless of their physical source, with the sound not only reproduced on headphones, but also lip-synchronous over the car's speakers. Any device connected to the WiFi network of the car can serve as a source, because the memory location of the media no longer plays a role in the selection process.

Interactive systems

Volkswagen also showed a prototype of a predictive, self-programming, navigation system which 'takes note' of the routes that the driver prefers, without having to activate navigation first. It automatically scans typical routes, such as the regular commute to work, for traffic problems, even before the driver starts the navigation process. In addition, the system integrates information about the route most likely to be driven, in order to cleanse the DPF of a TDI engine or to adjust the operating and charging strategy of a plug-in hybrid drive, for instance.

'The prototype of a self-programming, navigation system automatically 'takes note' of the routes that the driver prefers...'



Easy Open / Easy Close

First introduced for Passat 7 in 2010, the Easy Open system, in conjunction with keyless entry – where the driver uses a kicking motion of the foot near the rear bumper to stimulate a sensor to open the boot or tailgate – has now been refined so that the driver now just has to stand on a spot of light projected behind the car.

A further refinement is the 'Easy Close' function introduced for the new Passat Estate, as an aid when unloading, where the tailgate closes and locks automatically as soon as the person with the key moves away from it. A delay function also operates when repeated unloads are required.

Both functions are invaluable where the driver has their hands full, such as when loading or unloading the vehicle, without having to put the load down first.

Personalised settings

With so many functions, such as seating position, mirrors, audio preferences and driving mode, now adjustable, it will be possible to select personalised settings for a vehicle using the key, with settings for individual drivers stored in user accounts. When the car is opened with the particular key, the individual settings are automatically activated and clearly displayed for the specific driver. In time, it will also be possible to transfer these personal settings to another Volkswagen; for instance, when sharing or changing vehicles or using a rental vehicle. 🇩🇪





The VAG Specialist



Website: www.ttsroadsport.com
email: sales@ttsroadsport.com
Telephone: +44 (0)1234 855 555
fax: +44 (0)1234 854 225

Website: www.thettshop.com
email: sales@thettshop.com
Telephone: +44 (0)1234 853 225
fax: +44 (0)1234 854 225



Bedford, England



Photos: Neil Birkitt and Stephen Hardy

Trials and tribulations!

Last month we saw how a dream had come true for Sarah Meggs, in the form of a T5 California, and now *Stephen Hardy* reports on some of the practical and technical aspects of life with a Cali'...

LIFE WITH A California invokes many emotions: delight that traditional enthusiasm still thrives between owners of modern Volkswagens, pleasure in finding that a Camper van challenges my preference for small tent camping because of its flexibility, but also concern that current design and manufacturing have compromised a deep-rooted tradition of build quality...

My first impressions of life with a T5 California were of scale – or rather size. After several years and many miles with a Lupo, Touran and a Beetle, driving the T5 Cali' was something else. It was big to drive and big to clean, but it also has a big heart and big carrying capacity.

The big advantage is the superb eye height above the road which makes driving on the motorway, especially in foul wet weather or snow, such a difference from that of being in

the low-slung driving seat of a car. But it is also big when driving on narrow lanes and in tight car parks. Not being able to see the corners of your vehicle is familiar to anyone who drives a Beetle, also to some degree the experience with the Touran, but the Cali' is something else...

Fear of damaging such expansive areas of expensive-to-repair bodywork, vulnerable painted bumpers and large areas of side panels induces a certain amount of stress. A chunkier external styling treatment that includes flexible black plastic trim areas to bumpers, wheel arches, side bump trims and rear-view mirror housings etc. would be very helpful. The California is a super-looking vehicle and the fully painted external paintwork looks wonderful when clean, polished and on the street, but isn't always the best gear to go camping in – after all, most campers tackle coast paths and

mountain walks in sensible boots rather than patent leather shoes!

Those vast areas of paintwork also take an awful lot of cleaning. It took three days of careful washing, tar removal, cleaning, glossing and buffing to get 'Blossom' waxed up for a recent camping trip in Cornwall. In fact, I had to buy a new pair of stepladders when she first arrived, in order to clean and polish the roof!

But it is also big on charisma – I was very surprised indeed to find the rapport between many Cali' owners to have that same fire of enthusiasm that I used to experience years ago as an air-cooled VW Beetle enthusiast.

Generally speaking, 'Blossom' has been very reliable. With the exception of the paintwork and control panel issues raised in last month's article, failures have been few: a warranty replacement of the cooker hob ignition, lingering issues with the sliding



'I cleaned and proofed the roof fabric with AutoGlym cabrio hood care products and I have lubricated each of the roof mechanism hinge pin points with lithium grease and mineral oil...'



door lock mechanism and a couple of small minor matters, all fixed under warranty.

She drives exceptionally well and feels unstoppable, even on steep hills when loaded – although, after the 2.0 TDI Touran and my 1.9 TDI Beetle, pulling out of junctions and joining fast-moving traffic is a different game when driving the Cali' – the fabulous power of the engine is in the steady pull once under way, not the 'kick in the back' boost of the Beetle's turbo.

Of course, the T5 is a load-lugging commercial vehicle and so the Cali' straddles the boundary between Volkswagen Commercial Vehicles division and the Passenger Car division. From a basic mechanical point of view, it is the former; yet in complexity and fittings it falls in the latter. Even to buy one means you have to go to a designated dealer authorised to sell them. At times, I think this creates a tension in the aftercare and identity of the vehicle, as Volkswagen perceives it.

The California handbook is a supplement provided with a copy of the T5 Caravelle/ Multivan publication. It covers explanation of the unique controls – roof, cooker etc., but has little about certain aspects of care. I had, naively, expected at one of the services that the structurally significant hinge pins in the top lifting mechanism would be given some sort of lubrication. Not so. Nor is there

any reference to care of the roof fabric in the handbook.

So, this year I cleaned and proofed the roof fabric with AutoGlym cabrio hood care products, as used on my Beetle, and I have lubricated each of the roof mechanism hinge pin points with lithium grease and mineral oil. All basic care procedures that are very necessary if, like many Camper owners, we want to keep Blossom in excellent condition for a good many years, but they aren't covered in any workshop servicing schedule or handbook advice.

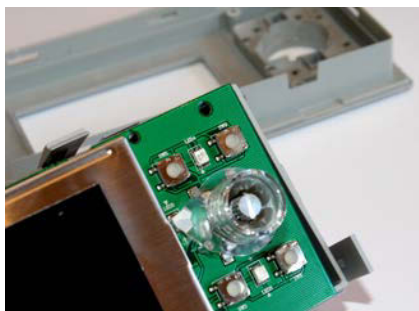
Since all but one of the vehicles I've ever owned had steel wheels, I'm probably the only person in the world who didn't know about corrosion between alloy wheels and the steel mounting hubs. A steep learning curve then, when I took Blossom in for her first replacement front tyres at three years old. It took two heavily-set technicians with club hammers half an hour to release the front wheels from their hubs. The force needed proved that, in the event of a puncture, a roadside tyre change on a tool-kit jack would have been impossible!

The technicians smeared the hubs with a lick of copper grease but I then removed each wheel and scraped and sanded the corrosion deposits off of the hubs and cleaned the wheels. I then carefully applied a thin layer of Waxoyl to the clean hub and

polished wheel surface, followed with a thin application of copper grease. The wheel bolts were wire- and brass-brushed to clean off corrosion, and the brake discs fastidiously cleaned to remove any traces of Waxoyl or copper grease before putting the wheels back. Those 17-inch alloys and big tyres are heavy, as is the California, so I put weight distribution timber under the jack foot to prevent it puncturing the tarmac of the driveway.

Although somewhat encumbered by the internal fittings of its Campervan role, the California is nevertheless capable of carrying large and/or heavy loads. But it doesn't have any load attachment points, which I find very surprising. I have been accustomed to using these regularly over the years in conjunction with an excellent range of load straps made in Sweden and sold under the 'Fasty' name banner (www.roofbox.co.uk/straps/fasty_straps_range.php).

I tend to approach camping on a containerised basis in that equipment can then be unloaded, stored, placed easily in wet or dry, and logically. The main central floor area lends itself to immediate access storage of awnings etc and to secure these stowed loads I wish that Volkswagen had made load securing point attachments that could be slotted into the seat rail channels. I have made some surrogate fixings from →



MANY OF the California's features are controlled via a central control panel set between the Driver's and passenger's sunvisors. The comprehensive LED display is supplemented by four flat switches (master on/off, menu return, auxiliary heating system and refrigerator box) and a rotary/push knob for selecting and confirming menu entries. The menus displayed on the LED screen include temperature control for the auxiliary heater and refrigerator box, and control of the electrically-powered roof opening/closing mechanism.

Sadly, the rotary switch is a common failure. The reason for this wasn't apparent until I had stripped the control panel down, but once the broken pieces can be seen it is easy to understand why the push/rotate function of the knob fails through lack of robustness in the switch design and manufacture.

Blossom's switch had been incrementally failing for a few months. It had increasingly needed to be coaxed to operate; most concerningly, when powering the roof. Fate has its ways and the day before setting off on a recent 10-day camping trip to Cornwall, extreme coaxing was needed, with the final demise coming – fortunately – when closing the roof when pulling camp at the end of the break.

I'd already had a preparatory look at instructions in the handbook for manual

'Sadly, the rotary switch is a common failure. The reason for this wasn't apparent until I had stripped the control panel down...'

closing and securing of the roof. Thanks to the wonders of WiFi, we also took full advantage of membership of the VW California Club and its modest annual VIP membership, which provides access to very useful, pragmatic, technical support, and read up on how it was possible to replace the faulty knob using an aftermarket replacement available from the Club shop. If it had not been for this superb support of information and guidance from the Club I wouldn't have come home from the break away very relaxed. The 'default' solution to a failed switch is a trip to the dealers and a near £700 bill for fitting a complete new control panel. That became my 'if all else fails' strategy.

Thanks to on-line ordering, while away, we came home to an already delivered replacement knob from the Club, and a reasonable degree of confidence over how to go about the job. At this point I cannot emphasise strongly enough that if

you have a Cali' that is still under warranty do not embark on what I am about to, briefly, describe but head for your dealership!

For the rest of us, the handbook describes how to remove the interior light control panel and central control panel to get to the manual lowering control. You can, at this stage, go to your dealers and buy a new control panel and simply disconnect the old one and replace it, or dismantle the control panel and replace the knob. Full detailed guidance on how to do this is available to VW California Club VIP members and I would not recommend undertaking the repair without first studying the pdf and other information available from the 'Club'.

The process is straightforward but nerve-racking, in that one false slip and the purchasing of a new panel quickly becomes the order (and cost) of the day – and learn from my oversight of not checking if I had a T5 Torx screwdriver in the toolbox before starting! The photos say it all – especially about the shattered innards of the failed knob....

www.vwcaliforniaclub.com

www.vwcaliforniaclub.com/downloads.php

http://vwcaliforniaclub.com/store_home.php

www.vwcaliforniaclub.com/vw_california_control_panel.php



spare KAMEI roofbox mounting parts, which suffice, but they clutter the floor somewhat.

This complaint continues with the arrangement for the sliding bench seat. While, in so many respects, the design details in the California are stunningly clever – the picnic table and chair stowage for example – the flair seems to have prematurely run out at the back of the vehicle. The finishing in the area aft of the bench seat seems very much a conversion job – the panels are obviously Caravelle, with a 12V socket etc left inaccessible in California mode.

Fixing points for the rear shelf behind the bench seat preclude the removal of the seat, and prevent its positioning at the full rearward extent of the floor rails. Some simple re-engineering would make the removal of the shelf and the seat possible, allowing owners to use the full load space of the floor area if needed as a multi-mode vehicle.

The shelf not only performs the function of a loadable area, but is also part of the lower double bed area when the bench seat is folded back. When the bench seat is in upright travelling mode, the shelf divides the rear load area in two.

The lower area conveniently takes two large plastic commercial transfer boxes, but a better utilisation of space would be made

if drawers on extending runners could be installed into the space. Volkswagen vehicles supplied to the German post office and emergency services have, in the past, had such storage drawers fitted. I even went as far as looking at the IKEA range of kitchen components to see if I could construct such an arrangement, but the module sizes were (only slightly) of the wrong dimensions.

While considering the tail end of the California, two very small points. Firstly, the Volkswagen accessory range for the model is mainly sourced from the German firm Brandup and includes a very tough, small metal hook that inserts into the tailgate lock in the vehicle body and forms a new hook onto which the tailgate locks. This 'Air-safe tailgate hook' allows the tailgate to be firmly and securely locked shut, with the tailgate opened by 10 cm to allow airflow into the vehicle body. With the roof opened in its raised position, the zipped/mesh roof fabric vents open and the Brandup hook in place the airflow through a locked vehicle is brilliant.

Secondly Sarah mentioned the vulnerability, in some situations, of the opened tailgate being seemingly invisible to some drivers in car parks etc. A quick solution was a 'flag' made of high-vis material stiffened with a piece of redundant glassfibre tent pole at the bottom and two

strong magnets sewn into the top seam, to serve as a warning marker that can be quickly and easily attached to the metalwork of the oncoming tailgate edge.

There is no doubt that, for me, the California is the ongoing manifestation of a deep-rooted feeling of Volkswagen enthusiasm and tradition. It is a fabulous vehicle to live with and Blossom has taken us on many adventures and happy journeys. Some design re-engineering and some serious thought about practical detailing as a robust and functional, as well as a good-looking Camper would just enhance the model even further.

Most of all, some serious attention to redress the roof-pox situation, both in production and customer interface are needed – Volkswagen, you have – in California owners – a core of enthusiastic followers that most manufacturers would die for, so don't disenfranchise them.

I have used that short word 'big' a lot in talking about the California. It has, in all its three Generations, been a big success, it is a big part of the current core enthusiasm for Volkswagen, it is emotively a big-hearted vehicle, it is at a practical level a big load lugger; it is, as a Campervan, a big adventure vehicle and at a personal level Blossom really has been a dream come true for her owner on a 'Big' birthday... 🇩🇪



Photos: Rod Sleigh

Built, not bought...

Rod and Liz Sleigh from Telford recount the conversion of a LWB Kombi into a high-spec camper, and all carried out on their driveway...

WHY A T5? – It was a no-brainer really, for Liz and I; having been fans of the marque since 1968, it seems almost inbred. Our personal opinion is that there is no option other than a VW Transporter to provide a mobile home for extended European holidays, a daily shopping car and transport for bulky items, anytime and anywhere, and also have a good re-sale value.

Our current T5 is a LWB high-roof 180 PS Kombi, ex-dealer stock, purchased in February 2014. It was reputedly a rejected order, so somewhat unwanted on the forecourt, hence in our opinion a bargain, with the fitting of rear windows thrown in with the deal. Also already fitted was a Witter towbar with electrics, and front door window draft excluders.

As with all our previous Transporters, this was to become a Camper – fully fitted in a conventional two-berth format for our own use for about three seasons, then to sell on. Our focus is always on quality, practicality and durability with a concentration on a design that can be repaired should the need arise in the future.

Our specification for this self-build conversion was that fittings should be a Reimo Variotech rock 'n' roll seat/bed upholstered to match the Tassimo VW front seats, SMEV two-burner hob and combined sink unit, SMEV 555 grill, WAECO 65-litre fridge with freezer compartment and Eberspächer blown-air heating. Electrical requirements should be a 100W solar panel helping to support twin leisure batteries,

240V mains hook-up with battery charging and four internal socket outlets, 12V LED lighting and three 12V sockets, additional rear radio speakers and an automatically switched 12V to 240V inverter. Fresh and waste water tanks fitted under the chassis and swivel cab seats. Furniture would be hand-built in Morland lightweight ply to include storage cupboards, food chest, wardrobe and high-level front and rear lockers. The interior of the rear body and floor must be insulated and carpet trimmed.

Our deadline for completion was mid-June, as holidays loomed. It was no mean challenge in three months, and that's without the problems encountered obtaining the Reimo seat! However, it was almost completed in time for six weeks holiday in France beginning in the third week of June; the bits that weren't ready were not important enough to keep us at home.

As mentioned before, the rear windows, two side and two in the wing doors, had been fitted before we collected the Kombi from Peterborough so with the body ready for conversion it was full-steam ahead.

'As with all our previous Transporters, this was to become a Camper – fully fitted in a conventional two-berth format...'

Three previous conversions provided a wealth of knowledge and what follows is a précis of the 2014 project.

Procurement of parts tops the list; in fact this started before collecting the van, with a visit to Rainbow Conversions at Wisbech to collect the SMEV grill and hob plus some electrical parts.

Once the design is finalised, the construction of a Camper begins with the wiring and plumbing that is hidden in the walls and floor, followed by the cutting of any holes in the vehicle sides. Our option on a compressor fridge eliminates side vents, leaving only electric hook-up and water filler to deface the smooth lower sides of a T5. Having experimented previously with a VW California hook-up panel, I find this an excellent and elegant option. Two Seitz opening windows had to have their apertures cut and be fitted in the sides of the roof, carefully positioned to clear the fitment of a 3-metre wind-out awning on the left side. The awning needs at least to have its brackets fitted before any roof lining is begun. My design also called for a solar panel to be fitted on the roof, so cable holes have to be made for connecting this. In this case I had the panel, its mountings, cables and charge controller to hand so it was fitted and wired at this point in the construction.

Other structural work to the base vehicle is a modification to an internal pressing behind the right 'B' post to allow for the fridge to be positioned as far forwards and to the side of the vehicle as possible. I also modify the internal



structure of the sliding door to provide a recess in the door panel to transport the table top when it is not in use.

Items to be fitted below floor level are fresh and waste water tanks, Eberspächer heater, and its ducting and some electrical wiring. The blown-air heater takes its diesel feed direct from the fuel tank via a dip pipe fitted to the side of the existing tank pump and sender unit. Lowering the tank with as little as a couple of gallons of diesel inside is a bit of a struggle if you don't have access to a ramp, but forethought and perseverance win the day. Eberspächer provide instructions on fitting the tube, and access to good workshop information helps a lot.

Volkswagen fit their Webasto or Eberspächer heater under the floor below the right front seat, with the hot-air outlet in the base of the right 'B' pillar. This arrangement is not at all useful for a RHD Camper with kitchen units down the right side, so my preference was to fit it under-floor below the left front seat, then to plumb the hot air outlet facing rearwards in the seat base. Unusual as this may be, I have made it work successfully.

Also below the floor is my second leisure battery, fitting snugly between the sill and right chassis rail just aft of the right 'B' pillar, the battery being clamped to a standard but slightly modified T5 engine bay battery plate, or console as VW call it. This is suspended on a bracket and threaded rods all bolted in place secured with self-locking nuts. The base level of this assembly

comes flush with the plastic undertray which is cut to facilitate battery fitment and removal with the aid of a trolley jack. Electrically, the battery is connected via a high current plug and socket connector. The first leisure battery of an identical type fits under the driver's seat on another slightly modified 'console'.

Both of these are connected with 16 sq mm cable to a hand-built fuse and control box located under the left front seat housing split-charge control, inverter and water pump relays and a number of fuses. Split charge control is identical to used by VW, wired to the vehicle's Body Control Module (BCM) which I have re-coded using VCDS (VAG-COM) to activate this function. Connection to the main engine 12-volt supply uses 16 sq.mm cable and again, as per VW, from fuse SA3 in the main electrical box housed below the vehicle starter battery.



Earlier I mentioned problems with the acquisition of the Reimo Variotech seat / bed. This was the major headache of the project, due to supply shortages from Germany, but with the help of Concept Multi Car at Hythe we eventually solved the problems, although it involved two trips from Shropshire to the South coast.

Without the seat and its runners, the floor cannot be built so all work on that and the furniture stalled until these were available, thus providing time to insulate the walls and roof with Thinsulate and start trimming them with grey carpet lining. The new panels for the roof and its sides were made from 3 mm ply with six LED down-lighters inserted in the roof centre panel, front to rear length being more than 8-ft necessitating a joint in these placed strategically at the front lockset face. The major internal parts of the rear body structure were trimmed in light grey, with the door and side panel cards completed in a contrasting darker grey. These echo the original trim colours of the cab and seats, which were upholstered in Tassimo VW fabric, and our rear seats and bed extension were upholstered in matching fabric.

Floor construction is governed tightly by the position of the sliding seat rails and their thickness. The rails themselves were secured through the floor at strategic points with 'U'-shaped straps around chassis members, and reinforcing plates in other places. With these in place, insulation of 20 mm Celotex was laid and topped with 8 mm ply and heavy-duty



'I'll not bore readers with the trials and tribulations of assembling the furniture into a securely fitted rattle and creak-free structure, save for saying that it almost cracked my patience!'

impervious gel-backed carpet that comes with a 7-year heavy commercial wear guarantee.

With the insulation, panel trimming and flooring completed, furniture construction followed using designs influenced by a Devon Moonraker that we owned many years ago. Surfaces were scribed and fitted to the contours of the interior bodywork and only divided by the constraints of timber sheet size. Front to rear inward facing surfaces were in two pieces, divided at the wardrobe front wall, while the work surface is broken only by sink and hob and a flush-fitting lift-up storage chest lid.

Lightweight hard-faced ply at a cost in excess of £100 per sheet then focuses the mind when the time comes to start cutting! Maybe it was the tight time constraints, or simple carelessness, that resulted in the need for an extra sheet in this project. The furniture construction process involves making many templates of thick hardboard to be copied to the lightweight ply, of which there were almost 20 individual panels, almost all of these pieces being shaped in some way to fit the contours of the vehicle. Doors were cut out using a router worked around yet another template, the router bit being of a size that allows the fitment of pre-formed edging to provide a neat and almost-sealing closing



surface. This trim is 'T'-shaped with the tongue that knocks into a 3 mm groove round around the edge of the door and its aperture.

Our gas cylinders, two Camping Gaz 907s, live in a metal cupboard within the furniture and feed the grill and hob via copper tubing and a tap manifold. Safety gas and fume 'drop out' holes exist through the floor in the areas where gas could be present.

I'll not bore readers with the trials and tribulations of assembling the furniture into a securely fitted rattle and creak-free structure, save for saying that it almost cracked my patience!

Fitments in the roof consist of lockers front and rear, with upward opening doors of the matching timber to the lower units supported on gas struts and mounted to soft trimmed panels. Both lockers have courtesy lighting when opened, the front locker providing space for the electrical control panel and 12V leisure battery charger. Along the roof edges, at shoulder height, are shelves for the oddments of day-to-day living.

By early June, Liz had the curtains made and waiting for me to fix the rails, and the seats and bed extension pieces had been delivered to Vision Leisure Upholstery for trimming. Yet another small but frustrating wait as the upholsterer was moving premises in the midst of our job!



By the second week of June we had a 98 per cent complete Camper with all parts static-tested, so on the weekend of June 14-15 we had a trial night away. However, we were still using the seat and bed from our 2011 T5, as collection of the new seat was not due until early the following week. No problem, we weren't due at the Eurotunnel terminal at Folkestone until 14:30 on the Wednesday!

When the seats were collected and installed I found a discrepancy in the measurements; the air changed to a beautiful blue colour, and a few choice words were uttered. An extended Tuesday evening working on the bed extensions fixed the problem and Wednesday morning saw us depart for a six-week tour of France. Nothing like cutting things fine, is there?!

There are many detailed operations involved in a project of this type that are not described here, but readers can doubtless imagine how these occur from time to time and have to be overcome.

As for the holiday, we covered well over 3,500 miles in the six weeks, without a hitch. Quite a success, considering the whole job was completed with the vehicle parked on the street, with a workshop that consisted of an already overfull garage and good carpet. →



After four months use, I can report that the T5, having been back to France for yet another six-week holiday, is returning 35.7 mpg calculated over all fuel used since new. It has had no major problems in its first 11,000 miles, except for the now almost expected sliding window leaks and steering column knock. The window problem has yet to be resolved, despite both windows being changed once and – at the time of writing – is still ongoing with my van centre. The steering column knock is something that VW are aware of, but as yet have no resolution for. One other little problem that arose on the base vehicle was a sticking slide switch on the cruise control, but that was promptly changed by Shrewsbury Van Centre. The only modifications to the vehicle have been coding changes. Tear wipe has been activated, window opening with an extended press of the remote has been disabled and a trial of the tyre pressure warning is ongoing. The wiring of front entry step lighting and rear window heaters is also an ongoing project.

As a conclusion, building your own Camper to this specification and standard

can only be considered worthwhile if man-hour costs are nil, and if you enjoy the challenge and get serious satisfaction from completing the product. 🇧🇪

Fancy a T5 built to almost identical specification? Our previous 2011 Camper is advertised elsewhere in this issue. What's our next project? With luck, the completion of the restoration of our 1946 Beetle. Don't hold your breath, though, as it's only been ongoing for nearly 40 years, but progress is being made...



Major suppliers for the project, to whom we are very grateful, were:

- **VW Van Centre Peterborough**, for the base vehicle.
- **Van Window Specialists Ltd**, Castleford, for the additional windows.
- **Rainbow Conversions**, Wisbech, for SMEV products and some electrical parts.
- **Greenhouse Volkswagen Van Centre**, Shrewsbury, for many parts and information. Richard Haig, Paul Radley and Josh Green in particular.
- **Morland Timber**, Welshpool, for lightweight ply and lining ply.
- **Marine Industrial**, North Walsham, for Thinsulate insulation
- **Jacksons Leisure Supplies**, Bromborough, for a Waeco fridge and Seitz windows.
- **Concept Multi Car**, Hythe, for many Reimo parts and invaluable help.
- **John Cross Motorcaravans**, Hastings, for Fiamma awning
- **Autocraft Motorcaravans Ltd**, Staveley, for water tanks and many furniture fittings.
- **D&M Middleton & Son**, Cleckheaton, for lining carpet.
- **Photonic Universe Ltd**, London, for the solar panel and controller.
- **Auto Electric Supplies Ltd**, Tenbury Wells, for low voltage wiring products.
- **Oakengates Carpet Company**, Oakengates, for specialist flooring carpet.
- **Bowers Ltd**, Stoke on Trent, for the Eberspacher heater kit.
- **Shrewsbury TPS**, for other genuine VW parts.
- **Jennings CVS Ltd**, Crewe, for Sports Craft seat swivels.
- **Manbat**, Shrewsbury for leisure batteries.
- **Vision Leisure**, Church Stretton, for upholstery supply and fitting.
- Plus many other suppliers, both large and small, for miscellaneous fixings, adhesives connectors etc.





Roger and Heidi Barnaby, Towcester Mk 7 Golf GTD

Heidi Barnaby recounts how she came to buy a Mk 7 Golf GTD DSG and how she and Roger fared on their first foreign foray with it...

HAVING REACHED the grand age of... (I'm not admitting to anything!), I have owned several cars, but never a new one. So, some months ago, 'he who should be obeyed' said he thought I should change my trusty Mk 5 Golf GT TDI (approaching its 8th birthday), as it was time I had a new car...

This is where the problems started. What to choose?! I thought about it and as this was likely to be my one and only ever new car, I decided that I wanted something 'pretty'. In the dim and distant past, the choice would probably have been a red convertible with white leather, or a white convertible with red leather... you get the idea. Unfortunately, a low-slung sports car was out of the equation now, due to creaky knees!

With a typically 'girly' attitude, colour was a major factor. Whilst exploring the potential purchase of a new car and going into a VW dealership, I went straight to the colour chart, pointed to a colour I liked and asked 'which car does this come in?' The salesman took this question remarkably well. Unfortunately, the car was not suitable and in any case the colour was being discontinued.

While out driving, I spotted an Audi A1 and after investigating it on their configurator I'd found my 'pretty' car – in very dark wine red and with two-tone wine / black leather. Feeling inspired, we then visited a dealer for a test drive (although obviously not in my colour choice). Unfortunately, having been used to Golfs, the A1 didn't have the performance or

comfort that I was used to, and neither did I really take to the larger A3. On leaving the Audi dealership and getting back into my Golf, it was like putting on a comfortable pair of shoes.

So, we then started looking at VWs – specifically the Mk 7 Golf range and in particular the GTD, which appeared to be a good package and, unlike the Audi, came with lots of features included, rather than as optional extras. Over the course of a few days we visited several dealers – to get basic information from one; to see a GTD itself at another one; to view a possible colour choice at another one and to test drive a DSG model at yet another dealer and, of course, to find out what deals were on offer.

The test drive certainly convinced me that the GTD would be a very good choice – the problem was still the colour. Let's face it, VW colours are not very exciting and the palette

for the GTD was quite limited. In the end, the only option was Carbon grey metallic (only available for the GTD and the GTI). This caused much merriment to some friends of ours, to whom I'd told the story of wanting a 'pretty' car.

On our travels visiting various dealers, we were pleasantly surprised at how many nice people we met. I really wanted to buy my car from all of them, but this was obviously not possible and I eventually bought the GTD from Wayside VW in Towcester, who are all of two miles distant from us. The car was ordered as a GTD DSG with the options of leather seats (which come complete with heating), park assist system, panoramic sunroof, navigation and a towbar (required so that we can carry bicycles on our bicycle carrier).

The towbar was originally going to be an aftermarket one, as VW didn't seem to offer a towbar option on the GTD. However, Roger (my 'better' half) found some information about a retractable factory-fitted towbar for the GTD on YouTube, and the lovely Karen at Wayside managed to arrange for my GTD to be fitted with this towbar during its build at the factory. It actually worked out cheaper than having an aftermarket one fitted here in the UK, and one doesn't have to grovel on the ground to fit and remove it. (You can read all about this particular towbar application on page 60 in the December issue – Ed.)

From placing the order at the end of December, it took until early May for the car to

'Whilst exploring the potential purchase of a new car and going into a VW dealership, I went straight to the colour chart, pointed to a colour I liked and asked "which car does this come in?"'



arrive and it was great fun watching its progress on Volkswagen's 'Track My Order'. I eventually picked the GTD up on May 7. The handover was really nice; we were greeted with glasses of sparkling apple juice (non-alcoholic of course) and I also received a lovely bunch of flowers and a 'bling' key ring (thanks, Karen). During the handover, Karen demonstrated the park assist, which was truly mind-blowing and I expect I'll eventually pluck up courage to try it out at some time.

My thanks go to all the team at Wayside who were involved in the whole process from ordering to delivery. I would also like to thank Lancaster VW Milton Keynes, Vindis VW Bedford, Ridgeway VW Kidlington and also Northampton Audi.

The GTD is a lovely vehicle and great fun to drive, although it is going to take some time to get used to all the different electronic gizmos. I wanted a 'pretty' car, but I ended up with an 'elegant' one and that can't be bad.

The first major run to try the car out was to Ladybower Reservoir, Snake Pass, Glossop and beyond, and the GTD performed really well and was a joy to drive.

'The GTD is a lovely vehicle and great fun to drive, although it is going to take some time to get used to all the different electronic gizmos...'

OUR FIRST holiday with the GTD started on June 26. After checking all the fluids under the bonnet, changing the tyre pressures and resetting the tyre pressure monitoring system, loading up the car, attaching the cycle rack to the towbar and securely clamping the bikes to the rack, for the 160-mile journey down to Dover, we set off at 9 am.

It was a good job we set off when we did, because approximately five miles from Dover the Police had closed the A2 because of a serious accident and it took a good hour to reach Dover docks because of the traffic. We arrived only 15 minutes before our scheduled departure time for the 2 pm DFDS sailing to Dunkirk. This gave us just enough time to set the headlights for right-hand driving, using the computer Infotain system; no more fiddling with black tape to mask the lights.

On our way to Dover the car had averaged 48 mpg which, with two bicycles hanging off the back and the boot stuffed with luggage, we thought was OK, especially as the car had only about 650 miles on the clock. The ship was less than half full, which meant there was plenty of room on board and the crossing was uneventful with the Channel being nearly flat calm.

On arrival in Dunkirk we set the factory-fitted satnav to take us to the Best Western Hotel Orchidee in Aalter, 55 miles away. The satnav unit is very good, giving excellent warnings for where you will turn off the motorway/autobahns and it took us straight to the door of the hotel in about one hour. Aalter is a nice little town, and less than 100 metres from the hotel is the town square with some excellent restaurants, selling good

Flemish food and local beers, all of which are good value for money. We chose this hotel as it was less than a mile from the motorway, which meant it would be easy to continue our journey the following morning.

On the second day we headed to Lingen in Germany (250 miles) to visit some friends. The adaptive cruise control (ACC) system proved to be an exceptional piece of equipment, controlling speed and also the distance from vehicles in front, which varied according to the speed set. We decided to test its ability to the full; having pre-programmed the ACC to a medium safe distance, it was set to 130 kph (80 mph). It would slow the car down or speed it up, but always kept a safe distance and provided warnings on the dashboard if we caught up to a vehicle, or it would brake and the brake lights would come on if a car suddenly pulled out in front of us. But everything was very controlled and smooth, providing a real sense of safety.

On one occasion, we went on a road that skirted a town, and was a 70 kph limit. The ACC was set to the speed and when we got to traffic lights, the car would stop of its own accord if following another car and then move off again, after a momentary halt, as the lights changed and the car in front drove away. Obviously, if we had had no car in front, it would have gone through a red light, so you still have to be totally aware when driving. After all, it is only an aid for the driver.

The satnav also proved an indispensable aid, after we preset it and the digital speed readout in kilometers, so that all information was provided at the correct distances for autobahn slip roads etc. Another useful feature of the satnav is that it provides details of the nearest fuel stations



'At one stage on the autobahn we reached 197 kph (123 mph) before we had to slow down'



and it has the facility to select a particular fuel – in our case, we prefer to use Shell fuel.

After saying farewell to our friends in Lingen, we had another 100 miles to drive north to Norddeich, on the North Sea coast, where the area is very flat and ideal cycling country. We stayed at the Hotel Grosser Krug for a couple of nights; this was completely modernised a couple of years ago and also has a Campervan park attached.

Our next stop was Wilhelmshaven (50 miles) to visit some more friends on their 30th wedding anniversary. Again it was interesting how well the ACC worked, and the navigation system, making the journey very relaxing and managing, well in advance, to avoid traffic delays by taking us off the autobahn and skirting the problem before returning us to the autobahn again. Our confidence was starting to increase with operating the systems the car has. We then realised, however, that the start/stop system wasn't working, but that would have to be dealt with later...

After spending most of the day with our friends, we left to head south 140 miles to Rotenburg/Wumme, where we'd booked an apartment on a farm for six days. As we were running late, we got a move on and took the car over 140 kph (approx 90 mph), always remembering we had two bicycles hanging from the back. At one stage we went through a rainstorm, which the car took in its stride, the auto lights and auto wipers switching on as necessary (old technology now, but still very useful).

We were getting a little concerned that the stop / start system still wasn't working and thought that we might have to visit a

Above left: Traditional Lower Saxony farm house. **Above:** Twin towns. **Below:** Transporter in another guise in Rotenburg/Wumme.

Above right: Speed check!

local VW dealer. However, a good read of the owner's handbook put our minds at rest. If a trailer electrical system is connected to the factory-fitted towbar (cycle rack in our case), it automatically disengages the stop/start system. We also found out that if you disconnect the cycle rack electrics from the car, when the car is locked, the alarm goes off – a good idea for security.

The car had a bit of a rest for nearly a week, as we were in perfect cycling country – flat with safe cycle paths to follow, even in the towns; cyclists actually take priority, with cars coming out of side roads stopping to allow cycles to cross in front of them. While cycling around we were very surprised to discover that Rotenburg is actually twinned with Aalter – our first stop in Belgium.

In Rotenburg, it was interesting to note the fuel prices; one day when cycling into the town we passed a fuel station at about 9 am and the



fuel was €1.38 a litre. Then at 10 am, it had dropped to €1.35 and by 5 pm it was €1.32!

On the Saturday we loaded the car up again and set off for southern Germany, stopping after about 350 miles for an overnight stay. The car, yet again, behaved impeccably on the autobahn at speeds of about 80 mph in temperatures exceeding 30°C. Thank goodness for air-conditioning! The following day's drive proved uneventful and we arrived at lunchtime in a lovely town called Starnberg on the side of a huge lake, south of Munich, to see an old friend from university for a few days.

On the Tuesday we thought, as the car was unloaded, that we'd drive down to Garmish Partenkirchen, to see the town and the surrounding mountains. At one stage on the autobahn it was relatively quiet, apart from a BMW test car in black and white camouflage followed by another BMW going at some crazy speed. This got us thinking about trying out the GTD, as the car now had about 2000 miles on the clock. We decided to increase the speed steadily as, when all is said and done, the car is new, and we reached 197 kph (123 mph) before we had to slow down as we were coming into traffic and it started to rain. We thought we'd have another go on the way back to Starnberg, but unfortunately heavy rain was in for the day.

All too soon, it was time to head back for home. We left on Wednesday, at about 10 am, in the rain and it then rained heavily for the next 370 miles, all the way to a hotel called Haus Hupertus in Winterspelt on the German/Belgian border, again very close to the autobahn. On the way there, the navigator took us around some serious hold-ups on the autobahn. →



'Even with the Thule cycle rack on the back the car behaved impeccably at 130+ kph on the autobahn...'



Left: Bavarian village centre – Wangen.

Below: If only all motorways were like this!



Some general observations – although German drivers tend to drive quite fast, we found their lane discipline to be excellent on the autobahns. A bonus is that, on Sundays, HGVs are not allowed to move (except in special circumstances) and this means that Sundays are a good day to travel. We were also very lucky in our choice of hotels, which all proved to be very good. There were also no language problems, as English is widely spoken and there is a lovely response when one makes the effort to try to speak in German.

We must say that, even with the Thule cycle rack on the back, carrying two bicycles, the car behaved impeccably at 130+ kph (80+ mph) on the autobahn, although the fuel consumption did suffer a little.

Since the holiday, the engine feels pretty well run-in. The GTD has proved to be the perfect choice for us – for comfort, long-distance travel, load-carrying ability, performance and fuel economy. The extra equipment which comes with the car works very well and made for a relaxed touring holiday. 🇩🇪



DRIVING DATA:

Total distance
2336 miles (3760 km)

Fuel used
51.96 gallons (236.25 litres)

Average mpg
44.9 (15.9 km/litre)

Computer average mpg
44.4

Average speed
43 mph (69 kph)



IN SOME WAYS, our interest in VWs came from our parents. My wife's parents, after owning a variety of British cars over the years, purchased a Beetle in the 1970s. It proved to be very reliable and they eventually got a 1990 Mk 2 Golf automatic, which they used until driving became too much for them. My father also had numerous British cars over the years and then decided to try camping and bought a white and orange 1973 Bay-window Camper, which he had for many years. After this he bought a 1989 Passat, followed by a Vento TDI.

After we got married, 30-odd years ago, we bought a 1979 BMW 320 auto; this was the six-cylinder model, which really drank petrol and so we decided to replace it with something more economical and so this was the start of our life with VWs. Our first one was a Mk 2 Golf Turbo Diesel (1985) and this was followed by a Jetta 1800 petrol.

Not exactly a VW, but closely related, we'd always liked the Porsche 911 and eventually we bought a 1976 model, which I restored, and it proved to be very reliable and great to drive, but it wasn't used as an everyday car.

The everyday car was now a Scirocco GTX (this was fast and very practical). Due to work circumstances, we needed a car each and so we bought a Polo GLX 1600 (1996) to run alongside the Scirocco, which was eventually followed by a Corrado 16V. While waiting to purchase a demonstrator Mk 4 Golf TDI 130 PD, I sold the Corrado and ran a Mk 2 Polo (1985 breadvan) as a temporary measure. The Polo GLX was followed by a Polo TDI 100 PD (2003). Unfortunately, this got damaged within two hours of picking it up (while it was parked and unattended) – it never seemed quite the same after that and was eventually replaced with a Golf Mk 5 GT TDI (DSG). We were now a two Golf family.

On my retirement I ordered a Scirocco R DSG – my first ever brand-new car – which I still have and really enjoy driving. We decided to replace my wife's Mk 5 Golf (which she had run for six years) and ordered the Golf Mk 7 GTD (DSG), as the everyday practical car. This was her first ever brand-new car and is proving to be an exceptional vehicle and great fun to drive.

**Roger and Heidi Barnaby,
Towcester, Northants**





SERVING GTI ENTHUSIASTS FOR OVER 25 YEARS



BENEFITS INCLUDE:

- Access to the leading VAG technical forum in the UK
- Exclusive member discounts and in-form group buys
- Regional meets, track events and club track day tour
- Rabbit magazine back issues library
- Highly knowledgeable and active membership
- Entire VAG range welcome

Find us on:  

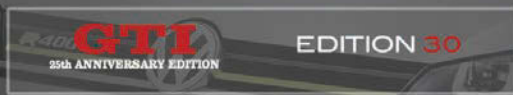
www.clubgti.com

UK-MKIVS.NET

The UK's best resource for the Golf, Bora, Jetta and New Scirocco

Come and join our completely free to use online enthusiast community with over 80,000 registered members!

- All the latest news and events from the world of VW
- Free photo uploads for all members
- Classifieds section and exclusive member discounts!
- Huge Archive of Technical Information
- Home of the popular GTI Edition owner registers:



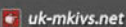
shows & events

free and open forums

regional meets



Find us on:

-  uk-mkivs.net
-  plus.google.com/ukmkivs
-  twitter.com/ukmkivs
-  youtube.com/ukmkivs
-  facebook.com/ukmkivs
-  instagram.com/ukmkivsnet

Own an Audi? Checkout our sister site uk-audi.net:

uk-audi.net

REARGUARDS BUMPER TOP PAINT PROTECTORS



"Every VW driver should have RGM Rearguards to protect their painted rear bumper." Neil Birkitt, Editor, VW Driver Magazine

- A practical, simple and stylish solution to cover unsightly scuffed and scratched bumper tops
- Hides old paint scratches and prevents new ones thus avoiding costly bumper repairs!
- Quick and easy DIY fit using **3M** self-adhesive tape
- Individually tailored - moulded in recyclable ABS plastic with 4 colour options:
 - **Black** • **Silver** • **Carbon Look** • **Brushed Alloy Look**
- Looks like an original factory fitted product
- Designed & manufactured in the U.K. by **RGM**



Part No:	Model
RBP229	BEETLE 2 ■ 2.2003>8.2005 (NOT CONVERTIBLE)
RBP263	BEETLE 2 ■ 9.2005>9.2011 (NOT CONVERTIBLE)
RBP219	CRAFTER (BLACK ONLY)
RBP318	EOS 2 ■ 5.2006>12.2010
RBP514	EOS 2 ■ 1.2011>
RBP230	FOX 3 ■ 6.2005>
RBP233	GOLF MK IV 3/5 ■ 9.1997>8.2003
RBP222	GOLF MK V 3/5 ■ 9.2003>9.2008
RBP223	GOLF MK V VARIANT/ESTATE/COMBI 6.2007>5.2009
RBP224	GOLF PLUS MK V 1.2005>2.2009
RBP317	GOLF MK VI 3/5 ■ 10.2008>10.2012
RBP444	GOLF MK VI PLUS 3.2009>1.2012
RBP443	GOLF MK VI VARIANT/COMBI/ESTATE 6.2009>5.2013
RBP588	GOLF MK VII 3/5 ■ 11.2012>
RBP617	GOLF MK VII VARIANT/COMBI/ESTATE 6.2013>
RBP545	GOLF CABRIOLET 2 ■ 6.2011>
RBP231	JETTA 4 ■ 9.2005>12.2010
RBP522	JETTA 4 ■ (European Model) 1.2011>
RBP594	JETTA 4 ■ (USA/Canada Model) 1.2011>
RBP391	PASSAT 4 ■ 2000>2.2005
RBP225	PASSAT 4 ■ 3.2005>9.2010

Part No:	Model
RBP494	PASSAT 4 ■ 10.2010>
RBP340	PASSAT VARIANT/ESTATE/COMBI B5 98>9.2005
RBP226	PASSAT VARIANT/ESTATE/COMBI 10.2005>10.2010
RBP495	PASSAT VARIANT/ESTATE/COMBI 11.2010> (NOT ALLTRACK)
RBP606	PASSAT VARIANT/ESTATE/ALLTRACK 4X4 10.2010>
RBP488	PASSAT CC 4 ■ 5.2008>1.2012
RBP710	CC 4 ■ 2.2012>
RBP227	POLO MK IV 3/5 ■ 2003>5.2009
RBP357	POLO MK V 3/5 ■ 6.2009>5.2014
RBP496	SCIROCCO 3 ■ 8.2008>
RBP232	SHARAN 3.2000>8.2010
RBP487	SHARAN 9.2010>
RBP234	T4
RBP736	T5 CARAVELLE/MULTIVAN 6.2012> (Painted Bumpers) NEW RIBBED DESIGN
RBP737	T5 CARAVELLE/MULTIVAN 6.2012> (Black Bumpers) NEW RIBBED DESIGN
RBP445	TIGUAN 4X4 11.2007>
RBP228	TOURAN 3.2003>7.2010
RBP486	TOURAN 8.2010>
RBP395	Touareg 4X4 >3.2010
RBP556	UP 3/5 ■ 11.2011>



Visit and order online at:
www.rearguards.co.uk
Phone: 01525 853888
Email: sales@rgmouldings.com

Trade & Export enquiries welcome.

Available for over 450 vehicles



Showtime!

A REGULAR fixture on the calendar for a great many years now, the Classic Motor Show – this year sponsored by Lancaster Insurance – saw a total of 65,000 classic car enthusiasts heading to Birmingham's National Exhibition Centre between November 14 and 16, the very same weekend as the Wales Rally GB reported elsewhere in this issue.

Among them were plenty of VW and Audi enthusiasts, presumably preferring to prowl the warm, dry sheltered indoor halls rather than trudge through cold, wet and muddy Welsh forests, and who can blame them...

After all, there was plenty to see and do, with the show organisers managing to squeeze in more than the expected 1700 classic cars, with over 1800 commemorative display stickers having been handed out to go on the cars being showcased by the 250 individual owners' clubs.

The major highlight of the show was again the Meguiar's Club Showcase, essentially a Concours of Champions which invites all the country's top show-winning cars to be displayed, with Adrian Evans' stunning Mk 2 Ford Cortina 1600E announced as the overall winner on Sunday afternoon. It must have been good, to get ahead of some stiff competition from several top-quality customised and superbly restored classic VWs including Mark Poulton's 1967 T34 Karmann Ghia 1600L, David Pettengell's 1967 Type 3 Squareback and Adrian Bird's highly modified, chopped and customised 'Gonzoline' 1966 Beetle. With a Gattling gun exhaust among its unique features, it is quite reasonably described as one of the most radical VWs ever built...

Speaking of building Beetles, the show also saw exactly that, on the *Wheeler Dealer* Live Stage over the three days, where Mike

Whether your interests are classic or modified, vintage or more modern, there were plenty of attractions for VW Group enthusiasts at the Classic Motor Show in November...

Brewer, Edd China and a team of experts led by Clive Jefferson not only restored a 1965 Beetle from the bare chassis upwards but also transformed it into a tribute to the Disney movie car 'Herbie The Love Bug', before it was then presented to ticket competition winner Lee Mellor from Nottingham.

Indeed it wasn't the only Herbie at the event, with at least one other prime example spotted on the Association of British VW Clubs (ABVWC) stand, along with a deliberately rusty rat-look Bug, a bare Beetle chassis sporting a tuned twin-carb engine, a Split-screen van and Bay-window Camper and a very tidy-looking black big-bumper Mk 2 Golf GTI. →





'On the Wheeler Dealer stage, Mike Brewer, Edd China and a team of experts restored a Beetle, from the bare chassis upwards, over the three days, and presented it to ticket competition winner Lee Mellor from Nottingham...'



Photo: Richard Gooding

Elsewhere, the Historic VW Club was celebrating its 40th anniversary, with a spectacular display of vintage VWs including John Maxwell's Pearl grey '49 Standard, Chris Holmes' White '51 Deluxe, Patrice Tissier's Chestnut brown '52 Deluxe, Shaun Rees' Polar silver '54 Deluxe, Phil Murgatroyd's black Okrasa-engined '54 Deluxe and Mark Steedman's relative youngster, his Reseda green '58.

More modern machinery, but still classifying as classics, was to be found amongst the Mk1 Golf Owners' Club, Scirocco Register and Corrado Club GB stands, with the Mk1 Golf Owners' Club in particular catching our eye with a prominent display of its annual AGM event coverage from the pages of *Volkswagen Driver*.

The eclectic mix of classic and modified Mk1s included Tim Goodwin's award-winning Alpine white 1989 Clipper Cabriolet,



Adrian Halford's Mars red 1978 LS with only 13,500 miles on the clock and Neil Irving's beautifully restored Helios blue 1983 Campaign GTI, while the modified cars comprised Adrian Daniels' Lhasa green 1983, now sporting a 230 bhp supercharged G60 engine, Mk4 gearbox and Peloquin limited slip diff, and Matt Towndrow's lowered Mk1 GLS Auto in Mercedes Russet brown, fitted with ultra-rare Der Steiner Rad alloy wheels. →

REGULAR READERS may well remember Bobby Mahi, whose silver Mk1 GTI restoration project was featured in our April 2014 issue.

When he saw this 1.3 Golf C advertised on Facebook he bought it for spares, but soon saw the potential in the car and decided to do something different with it. As the basis for a community project, he selected two local unemployed youths to help with the build and to teach them the basics of car restoration and, after six months, the car had undergone major surgery, was fitted with a 1.8-litre GTI engine and was taken to Hi-Tech Motorsports for tuning, where it was selected by H&H Ignition Solutions, at the last minute, to appear on their stand at the Classic Motor Show.

Even though it wasn't completely finished, the car attracted a lot of attention to the stand, including its new owner – a company called Design 911, specializing in Porsche, who want to display the car in their showroom!





Star attraction of the Scirocco Register stand was Marshall Foulds' 1977 GTI 1.6 with its Bieber Convertible conversion, enjoying its maiden outing after having been rescued from Germany and fully restored, while Hywel Owen's 1980 Mk 1 Storm was remarkable for not needing to be restored at all after covering only 19,000 miles, mostly in the hands of just one previous owner. The Mk 2 generation was represented by Neil Anderson's 1991 GTII – widely regarded as one of the best Mk 2 Sciroccos in the country – which had been driven all the way from Morningside near Glasgow just to be on display the show.

Corrado Club GB also had an impressive turnout, with Ian Saxton's Deep Burgundy pearl VR6, James Taylor's Classic green VR6, and Ron White's Moonlight blue VR6 Corrados all accompanied by one of the increasingly rarer Corrados, Paul Saunders' G60, sporting a BBM supercharger instead of the original G-Lader.

The Corrado Club successfully raised £55 for 'Winston's Wish' – a charity for bereaved children – through donations, for which people could take away some copies of past magazines featuring Corrados and other VWs, which the attending members of the Corrado Club had kindly donated.

The club also had a fine selection of club memorabilia on display, with merchandise manager, Ron White, managing to sell quite a few items, the club calendar for 2015 being the most popular item. This marks the first year the club has published a calendar.

As usual, there were also plenty of examples from the Porsche marque, with Porsche GB celebrating the 40th anniversary of the first Porsche 911 Turbo model by staging a unique display of freshly restored

'As usual, there were also plenty of examples from the Porsche marque, with Porsche GB celebrating the 40th anniversary of the first Porsche 911 Turbo...'

Turbo and Targa models, entered into the manufacturer's Classic Restoration Competition. Now in its second year, this challenges Porsche Centres across the UK to showcase their skills in restoration. Overall winner was Porsche Centre Leicester, with their superbly finished 3.2 Targa SSE.





There were also extensive displays from Porsche Club GB and the Independent Porsche Enthusiasts' Club, while *Classic & Sports Car* magazine displayed a Porsche 917 to recreate the iconic Steve McQueen movie *Le Mans*.

The Split-screen Van Club had also staged an impressive array, while among the trade stands was a superbly customised Caddy pickup on the Auto Finesse plot, in Indiana red, powered by a twin-Weber 2.0-litre 16V, dropped on air-ride suspension and rolling on BBS E51 Motorsport wheels. Rather more classically conservative was the Just Kampers Bay-window T2 Transporter while Swissvax took the modern approach with their T5.

We'll be including the quattro Owners' Club and Audi Owners' Club displays in the January issue of our sister title *Audi Driver*.

The 2015 Lancaster Insurance Classic Motor Show, to be held from November 14-15, looks set to be even bigger and better. For more information, log on at www.necclassicismotorshow.com



TRANSFORM your **DSG**, **S-tronic** or **tiptronic**.....



Meet the all new ECU Auto Flash

50% faster gear changing

Speed limiter removal

Increased torque

Plug and Play - 3 min install

Undetectable by dealer software

Easily re-loaded if wiped during service

Bypasses anti-tune, clock counters, file size & flash errors

**MOTOR
MODS**
Genuine & Retro-fitted
Automotive Accessories

For more information visit
www.motormods.co.uk
call us on **0800 026 8222**
or email sales@motormods.co.uk



GTI International
4-5 July 2015 Shakespeare County Raceway
near Stratford-upon-Avon



Quarter-mile Sprint • Show 'n' Shine
Trade stands • Autojumble • Club displays
On-site camping and entertainment

www.gtiinternational.co.uk

inters
2014



S, M, L, XL, XXL

**LIMITED
EDITION
T-SHIRT 2014**

**LIMITED STOCK
REMAINING**
£10.00 (INC P+P)
TEL: 01525 750 500
SUBS@AUTOMETRIX.CO.UK



Swifter shifter!

As if the DSG transmission isn't already good enough, this simple plug-in device is claimed to produce faster gearshift times as well as greater usable performance...

MANY MODIFICATIONS on the tuning market tend to rely on the fact that the standard OEM parameters, whether the performance of the engine or fuel efficiency, suspension or brakes, are either slightly deficient or deliberately compromised in some way, usually in terms of a safety reserve against driver abuse or poor servicing regime. The efficacy of the modification usually comes from fixing a fundamental flaw or changing the priorities in one direction, although sometimes at the expense of other qualities.

It's not often that a new product can achieve a noticeable improvement on a system that is already highly regarded for its efficiency, so we were slightly sceptical when we first heard about a simple plug-

in device that could effect a significant improvement in the speed and efficiency of the DSG gearbox. After all, it is already a highly complex and sophisticated piece of engineering and generally considered to be 'smooth and seamless' in its operation.

But we've heard enough anecdotal reports since then, and even sampled it ourselves, that we've taken on board some further information and test results for the ECU Autoflash device that is currently being marked by MotorMods, and first reviewed in the pages of our June 2014 issue.

Just to recap, ECU Autoflash is a device that has been developed to provide faster gear-changing with all automatic, tiptronic and DSG transmissions, as well as removing the engine speed limiter if applicable.



Essentially, the standard electronic mapping controls for the DSG Mechatronix unit restrict the maximum torque that can be applied throughout the rev range, so that you can only transmit less than 80 per cent of the available torque. Removing or reducing these restrictions in the gearbox mapping allows more torque to be transmitted, not only increasing shift speeds but also improving actual performance on the road. →



Originally developed by Porsche specialists at TMC Motorsport, the ECU AutoFlash uses a 64-bit processor for ultra-fast programming, enabling the end user to tune both the engine and gearbox, without needing a PC, laptop or internet connection. Claimed to be undetectable by dealer software, it can easily be re-loaded if wiped during servicing and it bypasses anti-tune, clock counters, file size and flash error problems.

The AutoFlash unit is simply plugged in to the diagnostic (OBD) port, for the programming to complete (indicated by an audible noise and LED light) in under three minutes. Once loaded, the unit locks itself to the vehicle's VIN / chassis number and will subsequently only work on that vehicle, although it can be used as many times as needed. For instance, if the vehicle has its factory software updated by the dealer, you can simply plug it in and download the maps again.

We've only experienced it on a brief firsthand test drive of the MotorMods Mk 7 Golf GTI DSG on main roads, where the gearshifts were so smooth as to be virtually imperceptible, with only the slight shift in exhaust note to give it away, but it is claimed that AutoFlash will work on all other auto and tiptronic cars including Ferrari, McLaren, Lamborghini, Rolls Royce and Bentley.



Photo: Jim Gaisford

Of course, while the DSG shifting is noticeably more refined, and transmits more torque, the improvement in actual performance from the ECU AutoFlash alone will be relatively modest when compared with the substantial improvements in power that can be achieved with a performance re-map. The expression 'two heads are better than one' springs to mind, and so it's recommended that AutoFlash is used as a complementary device to the closely related TMC Motorsport tuning box, a multi-channel device which plugs in to the engine management to improve power and torque by up to 30 per cent.

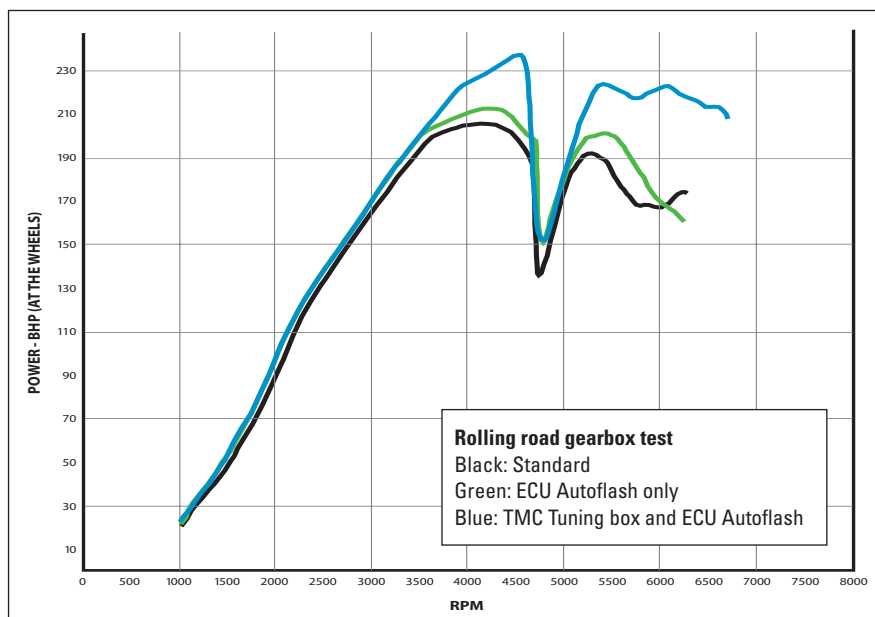
MotorMods has produced test results for their Mk 7 GTI DSG, fitted with the TMC Tuning box and ECU AutoFlash, recorded on the Pacer rolling-road dyno at Mech Repairs in Cheltenham, which show an improvement



'It's recommended that AutoFlash is used as a complementary device to the closely related TMC Motorsport tuning box..'

in power output from 239.5 bhp at 5285 rpm to 282.9 bhp at 6080 rpm, while maximum torque was increased from 327 lb.ft. at 3499 rpm to 339.2 lb.ft. at 3878 rpm. With the ECU AutoFlash on its own, the improvement in power was recorded at 246.5 bhp at 4315 rpm and maximum torque was 339.1 lb.ft. but at a much lower 3389 rpm.

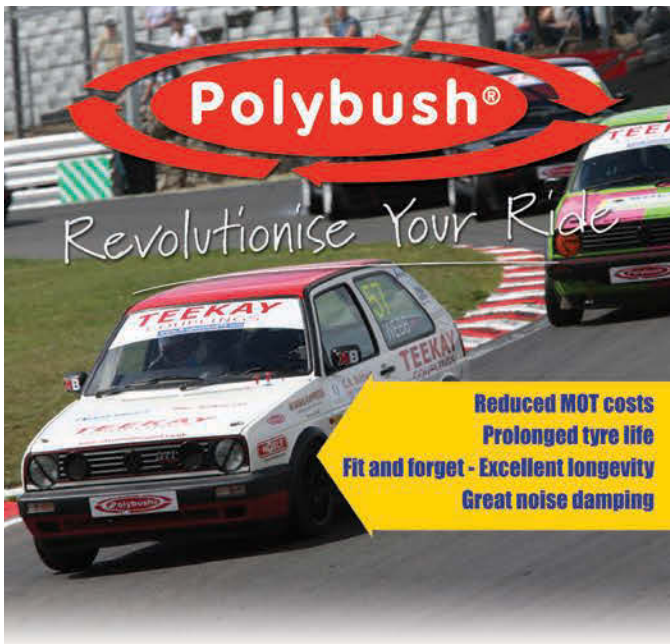
Although it's difficult to record and quantify real-life dynamic driving data on a rolling road, this test deliberately included a gearchange, running from third to fourth gear, where the automatic gearchange can be seen to be quicker and losing less power with the AutoFlash, the power rising faster throughout the rev range. 🇩🇪



CONTACT

Motor Mods

Gotherington Cross Garage,
 Evesham Road, Cheltenham, GL52 8SA
 Tel: (01242) 679 222
 E-mail: sales@motormods.co.uk
www.motormods.co.uk



Polybush®

Revolutionise Your Ride

**Reduced MOT costs
Prolonged tyre life
Fit and forget - Excellent longevity
Great noise damping**

The number one choice in suspension bushes.



Make your Golf Vagstastic and fit Polybush for consistent steering geometry at any speed.



Avoid nasty shocks, fit 44CR to your shock absorbers – manufactured to original hardness, they'll feel like new OE but will outlast them by far.



Polybush 44M front wishbone bush reduces the understeer often seen with rubber bushes. The low friction bush rotates in its housing allowing full wheel articulation. No need for grease, just fit and forget.



44AX for superb noise damping and vibration absorption. The easy to fit bush allows maximum traction during cornering whilst resisting lateral beam movement.

- Controlled suspension movement
- Improved turn-in and stability
- Confident ride
- Excellent longevity
- Easy to fit without additional equipment
- Safer, more predictable cornering
- Reduced MoT costs
- Prolonged tyre life
- Absorption of vibration
- No squeaks or rattles

 **British Made**

Polybush, Clywedog Road South
Wrexham Industrial Estate, Wrexham LL13 9XS

Tel: +44 (0) 1978 664316 Fax: +44 (0) 1978 661190
Web: www.polybush.co.uk Email: sales@polybush.co.uk

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

**TES
ENGINES**

DIESEL ENGINES

1600D/TD	£1299
1700D	£1399
1900D/TD	£1349
1900tdi	£1299
1900tdi pd	£1295
2400D up to 1995	£1395
2500tdi T4	£1695
2500tdi T5	£1999

PETROL ENGINES

1400 16v up to 2003	£799
1600 8v up to 1991	£649
1600 8v from 1995	£649
1600 16v up to 2003	£799
1800 8v up to 1991	£699
1800 16v up to 1991	£999
1800 G60	£799
1800 20v Turbo	£1299
2000 8v	£699
2000 16v	£1099
2800/2900 VR6 12v	£2190
2800 VR6 24v	£2295



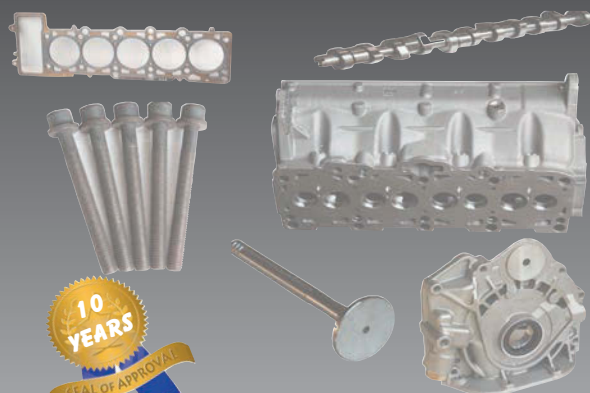
We can arrange delivery/collection to/from any UK mainland address; from £40 each way.

ALL PRICES INCLUDE VAT

All our engines are fitted with:

Reground crankshaft, new main bearings and big end bearings, new pistons and rings, new valves and valve guides, new hydraulic camfollowers, all new oil seals and gaskets. Diesel engines fitted with new cylinderheads (except PD range) All supplied with a full written warranty

We are also able to supply parts from O.E. suppliers. Because of our re-manufacturing operation we hold large stocks of engine parts which are available for sale at a discount price.



PERSONAL CALLERS ARE WELCOME!

Enjoy a cup of coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice concerning your VW.

A full machining service is also available for home rebuilds.

Prices are subject to change without prior notice.

THE ENGINE SHOP

Specialists in Volkswagen and Audi Engines

Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP

Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info
Website: www.theengineshop.info

the exhaust system

jetex®

VW Golf Mk7 2.0TSI 230/240bhp
...4ADHG1R cat-back...



NEW cat-back
exhausts for
VW Golf Mk7



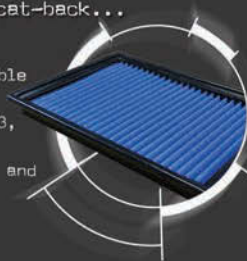
VW Golf Mk7 1.2/1.4TSI
...4ADH5DR cat-back...



VW Golf Mk7 1.2/1.4TSI
...4A-H5DR cat-back...

New filters available
for:

Audi A3 (8V)/S3/RS3,
Seat Leon (5F),
Skoda Octavia (5E) and
Golf Mk7 models...



www.jetex.co.uk



facebook.com/jetexexhausts

REVIVE YOUR TURBO PERFORMANCE

**RESTORES ECONOMY
RECOVERS PERFORMANCE**

cleanmyengine.com

+44 (0)1225 744777

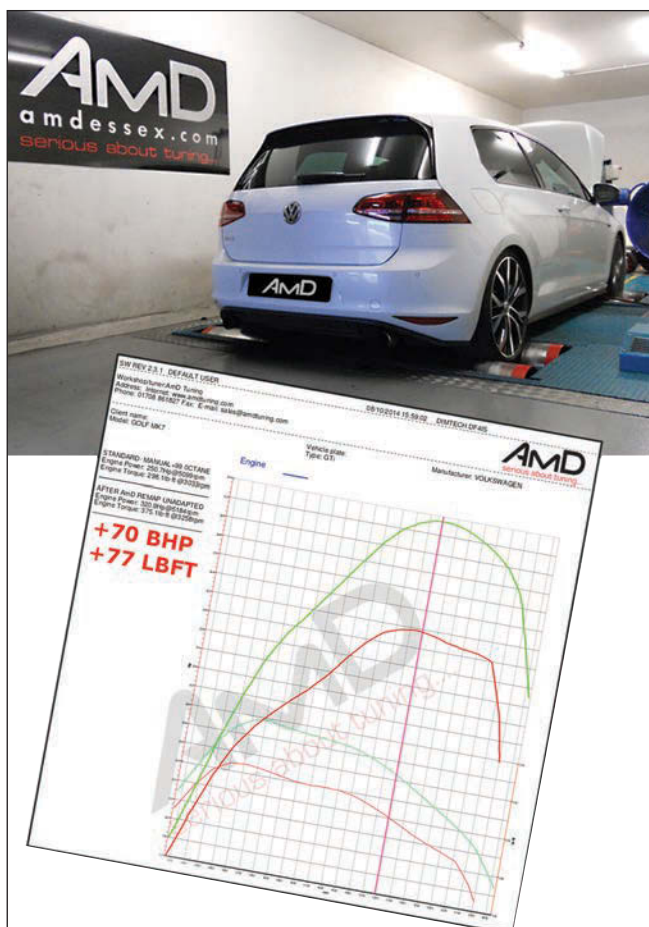
Recommended maintenance for
VNT diesels at every service!

Revive



TURBO CLEANER & POWER RESTORER





'It's nothing short of amazing! The power difference from stock is such a massive change...'

AMD TUNING RE-MAP FOR MK 7 GTI

AMD TUNING has recently released a new performance re-map for the Mk 7 Golf GTI, claimed to increase engine power output from a measured 250 bhp in completely standard form on Tesco Momentum 99 octane fuel, to an impressive 320 bhp – a gain of over 70 bhp and 77 lb.ft. torque.

One customer is reported to have commented: 'It's nothing short of amazing! The power difference from stock is such a massive change. It seriously pulls all the way from 2000 rpm without any peaks. The acceleration on the motorway is where it's most useable. Off the line, if too heavy on the throttle, the traction control is working to stop wheelspin. In the wet I've had a few moments where, again heavy on throttle, the wheels really struggle for grip, but it's just case of feeding the power on. Overall, it's the best modification I've ever had as it has made such an impressive change, and I'd certainly recommend it to anyone.'

The AmD ECU re-map, including rolling-road test and full diagnostics costs £499.95 inc VAT. AmD can also offer a 50 per cent discount on an AmD ECU upgrade when purchased with a Milltek or Scorpion exhaust; a saving of £250, plus free fitting.

For further details, contact AmD Tuning on 01708 861 827 or visit www.amdtuning.com

NORMFEST TERMICLEAN FROM ECP

EURO CAR PARTS now stocks TermClean, the electrical contact cleaner formulated by Normfest, the respected producer of chemical solutions for the automotive industry and others.

The 400 ml aerosol container is ideal for workshop use and can be used to clean all types of electrical contacts including switches, relays and contacts. The process is a simple spray and wipe regime and it is claimed that TermClean will restore the connections to as good as new performance in minimal time and at marginal cost.

For more information please contact your nearest Euro Car Parts branch. See www.eurocarparts.com



VETECH PADS FROM GSF

VETECH BRAKE PADS, available exclusively through GSF Car Parts, are now to be supplied with 5 ml sachets of a specially formulated copper-free lubricant to ensure smooth movement of braking components, minimising noise and vibration.

Technicians, who know to apply the grease sparingly where the pad assembly meets the calliper, or where brake shoes contact the wheel cylinder, can now benefit from the time-saving of receiving the sachet of grease along with the pads.

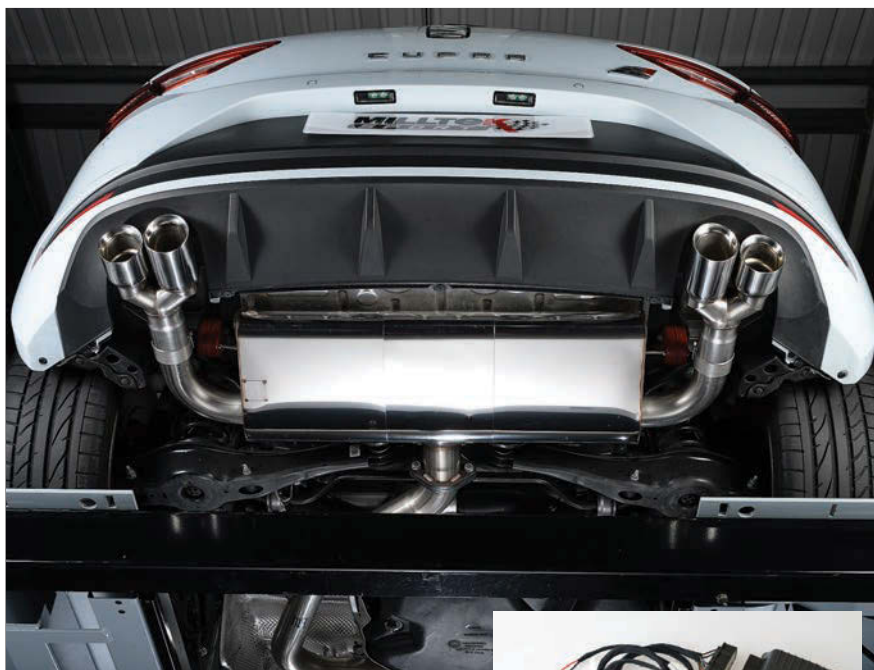
In line with good practice, the grease should be kept away from friction faces, rubber parts and seals. It is specified to resist both water and high temperatures, and is fully compatible with ABS and other electronics.

'This upgrade applies to all Vetech pads,' said GSF Managing Director Jonny West. 'To manage the run-through of existing pad stocks, we're adding the grease sachet completely free of charge already.'

GSF have seen sales of Vetech braking parts grow consistently. The brand aims to strike a balance, delivering a quality trade brake friction programme that garages can trust, but which is ideal for price-sensitive work. The range of discs and pads offers extensive parc coverage.

GSF claims that Vetech braking products are sourced from leading global manufacturers to meet high specifications. All brake pads are European Regulation 90 (R90) compliant, while discs are engineered to fine tolerances from top quality alloys.

For further information, contact your nearest branch of GSF Car Parts. See www.gsfcarparts.com



MILLTEK SPORT EXHAUST FOR SEAT LEON CUPRA 280



THE LATEST exhaust upgrade from Milltek Sport includes the option of a bespoke tuning box from Steinbauer to ensure that everything runs perfectly straight 'out of the box'.

The exhaust system itself is hand-finished in Milltek's Derbyshire factory, from the finest grade of non-magnetic stainless steel. Based around the race-proven 3-inch (76.2 mm) bore pipework, the system promises impressive gains in both power and torque, but without the drone and resonance at motorway speeds that can often be found on lesser designs.

The large bore downpipe option allows those looking for ultimate power gains to remain totally road legal, or if preferred, the factory catalyst can be left in place to allow a choice of cat-back resonated or non-resonated systems to be fitted.

Thanks to its considerable OEM experience in manufacturing, Milltek has already prepared a fully E-marked system for customers who like their tuning to be on the right side of legislation, with all the paperwork to match.

The system comes with a pair of 152 x 76 mm oval tailpipe trims, with the option of the durable and attractive Cerakote finish for stealthy and durable good looks.

Prices start from £899.99 for the Steinbauer tuning box, rising to £1,023.16 for the e-marked cat-back system and £1,417.99 for the large-bore downpipe and high-flow sports cat. All prices include VAT. For more information, visit www.millteksport.com



FORGE MOTORSPORT COOLANT HOSE KIT FOR SCIROCCO 2.0 TSI

FORGE MOTORSPORT has recently released a replacement coolant hose kit for the 2.0 TSI Scirocco. The 6-piece kit has been designed to cope with the latest OAT coolant formulations used in modern engines.

The OAT (Organic Acid Technology) coolants now used in most modern engines have superseded the previous generation of Methanol and Ethylene Glycol mixtures. OAT coolants have an extended service life of around five years use under normal conditions and while standard silicone hoses have a high resistance to the old Ethylene Glycol coolants, they can quickly deteriorate, if not protected, when OAT coolants are used. For this reason, the new Forge hoses have an internal lining of Fluorosilicone to protect and ensure the longevity of the hose.

As well as being specifically designed to work with the latest OAT coolants, all Forge hoses are designed to withstand much higher pressures and temperatures than any original equipment hose. So, as well as enhancing the under-bonnet appearance of any cherished Scirocco, these hoses will outlast the original parts.

Available in three different colourways, including a discreet black finish for those looking to create a real 'OEM+' engine bay, or red and blue for a more overt appearance, the kit costs £109.15 + VAT. For more information visit www.forgemotorsport.co.uk or call 01452 380 999. US customers should visit www.forgemotorsport.com



RETRO PARTS FROM VW HERITAGE

SOUTH AFRICAN SPEC, half-smoked – call them what you will, these late-model Mk 1 Golf tail lights from VW Heritage provide a super-subtle OEM+ touch. With similar styling to the popular Mk 2 GTI 16V tail-lights, priced at £125 per pair, they bring a slightly modern edge to the appearance to the classic car, without upsetting its appearance with something too radical.

Another cool-looking retro accessory is this leather-trimmed 'VW Motorsport' gearknob, priced at £52.50, which will fit almost all Mk 1 and Mk 2 Golf models, as well as Scirocco, Corrado and Caddy. Visit the website at www.vwheritage.com or call 01273 444 000.



ABT RECOMMENDS MOBIL 1

ABT SPORTSLINE is well known as one of the world's leading Audi and Volkswagen tuning houses, specialising in engine technology, aerodynamics, sports wheels, body kits, exhaust systems, suspension and brake upgrades.

In the constant pursuit of enhanced performance, aiming to bring out the best in every engine, striving for both power and durability, ABT understands the importance of an engine oil that delivers outstanding performance and protection, which is why ABT now recommends the use of Mobil 1 oils in all their performance enhanced vehicles.

Much of Mobil 1's success comes from technical partnerships with major manufacturers such as Audi and Volkswagen who consistently require the latest technology in synthetic lubricants. Their demands ensure that Mobil 1 keeps pace with the ever-evolving lubricant market through rigorous testing, offering better performance, protection and fuel efficiency. All Audi and Volkswagen cars tuned at an approved ABT centre are now serviced using Mobil 1, and ABT recommends Mobil 1 to its customers.

Hans-Jürgen Abt, CEO of ABT Sportsline, said, 'High quality engine oil is very important for our cars. Mobil 1 stands for friction reduction and robustness, which are fundamental to guarantee performance in any condition. We want to give the best to our customers, and when it comes to engine oil, that is Mobil 1'.

Mobil 1 is chosen by ABT precisely because it can help to protect critical engine parts in extreme conditions, reduce deposit formation, maximise engine performance and extend engine life. The world's leading synthetic motor oil brand, Mobil 1 features anti-wear technology that helps performance. Mobil 1 flows quicker in extreme temperatures to protect critical engine parts and is designed to help maximise engine performance and help extend engine life. For more information, visit: www.mobil1.com

BRIDGESTONE WINTER TYRES

BRIDGESTONE, like many other premium tyre manufacturers, is encouraging motorists to start switching to Winter tyres, emphasising the point that – as winter conditions continue to become more and more unpredictable – fitting purpose-built Winter tyres and knowing how to handle them is more important than ever.

Sixteen points, ranging from safety and technology right through to price considerations, as the life of a car's summer tyres will be prolonged by switching to Winter alternatives, have been made on Bridgestone's official website in the hope that motorists in the UK will follow the trend seen in many other countries in Europe.

With Winter tyres, both the compound and tread design are much better adapted to cold conditions, offering dramatically improved safety, grip and performance on snow, ice, slush, but also on wet and frozen roads. Both internal and independent testing have proven that the braking distance of summer tyres can be almost three times longer than that of Winter tyres on snow. But even in less extreme conditions, Winter tyres offer greatly enhanced response, precision and control than their summer counterparts.

Bridgestone has invested heavily in developing some of the most advanced Winter tyre technology possible, resulting in Bridgestone's most comprehensive and high-performance winter tyre range yet, following the overwhelming success of the Blizzak LM001 in the 2014 ADAC winter tyre test.

For full details of independent test results, see bridgestonenewsroom.eu and for Bridgestone's latest YouTube videos about winter driving, visit <http://bit.ly/1wNON6f>

For more general information about road journeys this winter, visit www.bridgestone.co.uk



'Bridgestone has invested heavily in developing some of the most advanced Winter tyre technology possible...'



PROFESSIONAL WHEEL PACKAGES

HOPPO'S MOTORSPORT, based in Exeter, sells aftermarket wheels, nationwide, predominantly via its web shop at www.hoppoismotorsport.co.uk

In addition to the existing range of top-quality alloy wheels and tyres for both cars and vans, as well as accessories like wheel nuts and spacers, the company is now offering a new wheel and tyre package, the main selling point of which is that they personally deliver and fit everything wherever the customer requests, anywhere in the UK.

Hoppo's Motorsport is focussing this service on the very busy professional who wants maximum convenience and to minimise the time spent going to tyre fitters or hanging around waiting for couriers etc. In particular, they have been focussing heavily on the German executive vehicle market, especially as German cars are the focus of the company's expertise and experience.

As well as this Professional Package, Hoppo's Motorsport offers two other packages with this convenience at their core but with more specific problems in mind. The 'Winter Professional Package' is aimed at supplying Winter wheel and tyre set-ups, and the 'More Tyre Professional Package' is aimed at people who keep cracking large diameter wheels on our potholed roads.

For more details, visit the website at www.hoppoismotorsport.co.uk or contact Ed Hopkins at Hoppo's Motorsport on 01392 826 169.

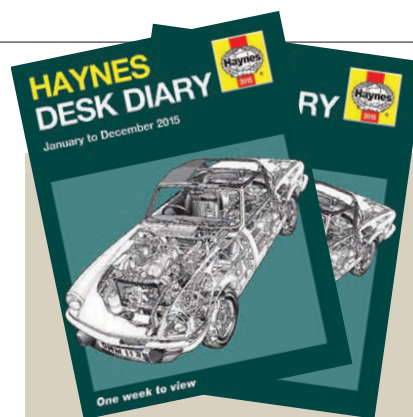


JETEX EXHAUSTS FOR MK 7 GOLF

JETEX EXHAUSTS has just released some new products, including a 'trio' of cat-back exhaust systems for the Mk 7 Golf. There are two options for the 1.2 / 1.4 TSI from 2012. Both have 3.0-inch pipe diameter, with part number 4A-H5DR having twin round 80 mm diameter tailpipe tips and 4ADH5DR having 'quad' round 80 mm diameter tailpipe tips

There is also a 3.0-inch diameter system (4ADHG1R) for the Mk 7 Golf GTI 2.0 TSI (220/230 PS) from 2012, with duplex (twin pipes, at left and right) round 100 mm diameter tailpipe tips. All are made in top-quality T304 stainless-steel, with absorption-design silencers to reduce back pressure and increase engine torque and power output.

For more details, contact Jetex Exhausts Ltd at Unit 25, The Waterways, Stratford-upon-Avon, Warwickshire, CV37 0AW Tel: 01789 298 989 e-mail: sales@jetex.co.uk or visit the website: www.jetex.co.uk or [facebook.com/jetexexhausts](https://www.facebook.com/jetexexhausts)



HAYNES DIARY 2015

A FAVOURITE of ours here in the Volkswagen Driver editorial office, the Haynes Desk Diary 2015 is presented in a similar robust hardback format to the time-honoured Haynes Manual, with its 160 pages providing week-to-view presentation on high-quality art paper.

Each month of 2015 features a cutaway drawing from the Haynes archive – although this year there's only one VW and you'll have to wait until July for the Mk 1 Golf – along with a summary of the car portrayed, while at the back are several appendices of useful automotive-related data, including imperial/metric conversion factors, registration letters (year and area identification) and UK distances in km and miles, plus a useful single-spread year planner for 2016.

The Haynes Desk Diary 2015 (Ref. H5772) is modestly priced at £9.99. You can order online at www.haynes.co.uk



'...simply connect two clips to the battery and the smart CTEK charger does the rest...'

ON A CHARGE WITH CTEK

CTEK, specialising in the care and maintenance of vehicle batteries, estimates that as many as 25 per cent of vehicles have a battery that could fail when cold mornings strike – placing car owners at severe risk of breakdown. With early predictions saying that it is going to be colder than average this winter, it becomes more important than ever that batteries are regularly charged.

A further 32 per cent of vehicles are at some risk of battery failure if action isn't taken to maintain the condition of the battery. This is because battery performance can reduce by 35 per cent when temperatures hit freezing, and fall by as much as 50 per cent if temperatures go even colder.

Figures released by the RAC support this prediction, placing battery failure as the single biggest cause of breakdowns during the colder months. At freezing temperatures an engine's starting power requirement increases by as much as 250 per cent, compared to that of a summer's day. Furthermore, with additional drains on the battery e.g. heated screens and seats, headlights and an increase in short journeys during the winter, the battery is being placed under a huge amount of strain.

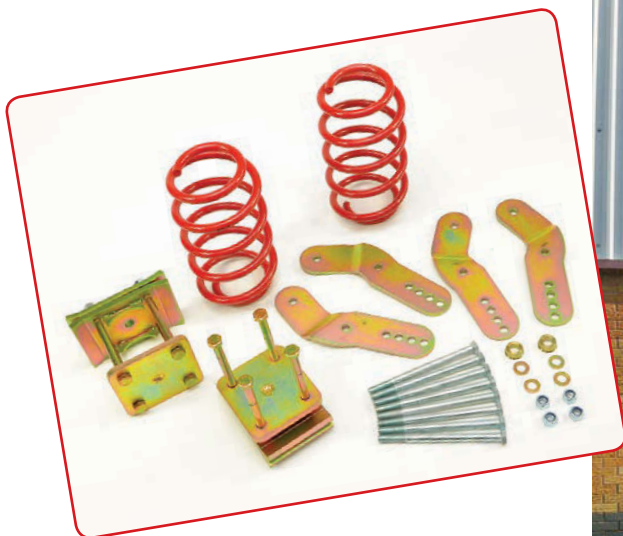
Peter White from CTEK explains 'during the summer, Motorists are lulled into a false sense of security when it comes to the state of their battery. If the battery is undercharged during this period it will still probably be

able to start the vehicle as it doesn't need as much energy to get the engine going. Motorists won't realise that their battery is in poor shape. Come the end of the year, when temperatures begin to drop, the battery will lack the power to start the engine – in other words you will experience a 'flat' battery.'

CTEK recommends the regular use of a smart battery charger, such as the MXS 5.0 which offers a unique eight-step approach to battery charging that will make sure your car battery is fully charged, conditioned and ready when the cold weather strikes. Using advanced, patented technology to measure the battery's state of health, the CTEK charging system will maximise the power and lifetime of the battery.

The patented CTEK battery charging system of the MXS 5.0 maintains and conditions the battery. The charger can be left attached indefinitely without risk of over- or under-charging, and there's no need to disconnect the battery before use as it regulates mains voltage to protect sensitive vehicle electronics from damaging voltage 'spikes'. CTEK chargers are safe and simple to use – simply connect two clips to the battery and the smart CTEK charger does the rest and tells you when you're good to go.

For further information on the full range of CTEK chargers and accessories visit www.ctek.com



TO BE WON!

EIBACH VW CADDY III SPORTLINE SUSPENSION KIT WORTH £375! INCLUDES FREE FITTING*

German suspension specialist Eibach now has an exciting new lower 'Sportline' suspension upgrade package for the VW Caddy III commercial.

As its official suspension supplier, Eibach enjoys a close relationship with VW Commercial Vehicles, meaning that it has unparalleled access to VW's chassis data and knows better than anyone the exacting load, quality and durability requirements that the VW Group demands.

Although not offered by Volkswagen as an official accessory, this new Eibach suspension kit has been developed along the same stringent operation and fitment guidelines as Eibach's official accessory 'Pro-Kit' springs, which don't offer quite such an aggressive drop.

This new lowering kit offers a substantial 60 mm (2.3 inches) drop at both front and rear, although it also offers the option of reducing the ride height by just 50 mm (2 inches) at the rear, depending on loading requirements.

So, it's ideal for drivers looking to improve both the handling and the appearance of this already capable commercial, without compromising its practicality – everything has been engineered to exceed VW's OEM standards and the kit can be fitted easily in just a few hours.

The front suspension is lowered using Eibach's multi-award winning Sportline springs, which are pre-stressed, shot-peened and electrostatically powder-coated for a long and useful life.

The rear uses a suitably over-engineered shackle lowering kit that is more than a match for the Caddy's impressive payload.

With a recommended retail price of £312.86 +VAT, the kit comes with an impressive 5-year warranty and all parts needed to fit. There are two versions, Part No. E20-85-019-01-22 is for the petrol-engined models, while E20-85-019-02-22 is for the diesel-powered vans.

For enthusiasts looking to improve point-to-point performance and appearance, without compromising the Caddy's hard-working ethos, it's an essential upgrade.

For more information, visit www.eibach.com or call 01455 285 851.

Best of all is that *Volkswagen Driver*, in conjunction with Eibach UK and APS, is offering readers the chance to win one these superb kits for their Caddy III, completely free of charge, and the prize even includes free fitting*

To be in with a chance of winning an Eibach VW Caddy III Sportline suspension kit worth £375, just answer the following simple question:
Q: By how much does the Eibach kit for Caddy III reduce the ride height of the front suspension?

A: 50 mm B: 60 mm C: 2 inches

Send your answer by e-mail to mail@autometrix.co.uk entitled 'Eibach Caddy comp' or on a postcard to **Volkswagen Driver, Campion House, 1 Greenfield Road, Westoning, Beds MK45 5JD** to arrive by **December 31**. Don't forget to include your full name and address, e-mail address and / or daytime telephone number, plus full details (make/model/year) of your car. **You can also enter online at www.autometrix.co.uk**



TERMS & CONDITIONS (This competition is open to readers in the UK only) The winner will be the first correct entry drawn when the competition closes at 12.00 noon on December 31, 2014. AutoMetrix Publications takes no responsibility beyond promoting this competition, and no cash alternative or adjustment is available. The competition is not open to employees or associates of either AutoMetrix Publications, APS or Eibach UK. The Editor's decision is final and no correspondence will be entered into.

*It is a condition of entry that the fitting must be carried out by mutual arrangement and agreement between the prize winner and staff of APS, Eibach UK and Volkswagen Driver, at the workshops of APS in Brackley, Northants (on the A43 west of Silverstone) where the fitting procedure will be photographed for a full article, to appear in a later edition of the magazine. The vehicle should have no other mechanical issues needing attention and the winner must be prepared to travel there at their own expense and make sufficient time for the fitting and photography. The winner will be advised to ensure that their insurance will adequately cover the modification.

NORTHAMPTONSHIRE

Northampton Volkswagen



Ferris Row, Riverside Retail Park,
Northampton NN3 9HX

Tel: 01604 321 600

Fax: 01604 321 611

www.myvolkswagen.co.uk

Kettering Volkswagen



Lampert Close, Venture Park, Kettering,
Northamptonshire NN15 6XY

Tel: 01536 431 600

Fax: 01536 431 611

www.myvolkswagen.co.uk

LEICESTERSHIRE

Leicester Volkswagen



St. Margarets Way, Leicester LE1 3EA

Tel: 0116 214 8800

Fax: 0116 214 8811

www.myvolkswagen.co.uk

The Van Centre (Leicester)



St. Margarets Way, Leicester LE1 3EA

Tel: 0116 214 8888

Fax: 0116 214 8890

www.myvolkswagen.co.uk

DERBYSHIRE

Parkway Volkswagen



Locomotive Way, Pride Park,
Derby DE24 8PU

Tel: 01332 268 800

Fax: 01332 268 811

www.myvolkswagen.co.uk

Advertise your dealership



Call Debbie Forbes
for more details

Tel: 01525 750 504

E-mail: sales@autometrix.co.uk

up!

Take up! 1.0 3-door 60 PS 5-speed manual	£8,765
Take up! 1.0 5-door 60 PS 5-speed manual	£9,140
Move up! 1.0 3-door 60 PS 5-speed manual	£9,810
Move up! 1.0 5-door 60 PS 5-speed manual	£10,185
Move up! 1.0 3-door 60 PS 5-speed auto ASG	£10,405
Move up! 1.0 5-door 60 PS 5-speed auto ASG	£10,780
Move up! 1.0 3-door 60 PS BMT 5-speed manual	£10,170
Move up! 1.0 5-door 60 PS BMT 5-speed manual	£10,545
High up! 1.0 3-door 75 PS 5-speed manual	£11,385
High up! 1.0 5-door 75 PS 5-speed manual	£11,760
High up! 1.0 3-door 75 PS 5-speed auto ASG	£11,980
High up! 1.0 5-door 75 PS 5-speed auto ASG	£12,355
High up! 1.0 3-door 75 PS BMT 5-speed manual	£11,745
High up! 1.0 5-door 75 PS BMT 5-speed manual	£12,120
Groove up! 1.0 3-door 75 PS 5-speed manual*	£12,125
Groove up! 1.0 5-door 75 PS 5-speed manual*	£12,500
Rock up! 1.0 3-door 75 PS 5-speed manual	£13,465
e-up! 5-door E-motor 82 PS Single-speed gearbox	£24,525

NEW POLO

S 3-door 1.0 MPI 60 PS 5-spd manual	£11,250
S 5-door 1.0 MPI 60 PS 5-spd manual	£11,880
S A/C 3-door 1.0 MPI 60 PS 5-speed manual	£11,970
S A/C 5-door 1.0 MPI 60 PS 5-speed manual	£12,600
SE 3-door 1.0 MPI 60 PS 5-speed manual	£12,585
SE 5-door 1.0 MPI 60 PS 5-speed manual	£13,215
SE 3-door 1.0 MPI 75 PS 5-speed manual	£13,110
SE 5-door 1.0 MPI 75 PS 5-speed manual	£13,740
SE 3-door 1.2 TSI 90 PS 5-speed manual	£13,730
SE 5-door 1.2 TSI 90 PS 5-speed manual	£14,360
SE 3-door 1.2 TSI 90 PS 7-speed DSG	£15,105
SE 5-door 1.2 TSI 90 PS 7-speed DSG	£15,735
SE 3-door 1.4 TDI 75 PS 5-speed manual	£14,795
SE 5-door 1.4 TDI 75 PS 5-speed manual	£15,425
SE Design 3-door 1.0 MPI 60 PS 5-speed manual	£13,685
SE Design 5-door 1.0 MPI 60 PS 5-speed manual	£14,315
SE Design 3-door 1.0 MPI 75 PS 5-speed manual	£14,210
SE Design 5-door 1.0 MPI 75 PS 5-speed manual	£14,840
SE Design 3-door 1.2 TSI 90 PS 5-speed manual	£14,830
SE Design 5-door 1.2 TSI 90 PS 5-speed manual	£15,460
SE Design 3-door 1.2 TSI 90 PS 7-speed DSG	£16,205
SE Design 5-door 1.2 TSI 90 PS 7-speed DSG	£16,835
SE Design 3-door 1.4 TSI 75 PS 5-speed manual	£15,895
SE Design 5-door 1.4 TSI 75 PS 5-speed manual	£16,525
SEL 3-door 1.4 TDI 90 PS 5-speed manual	£16,770
SEL 5-door 1.4 TDI 90 PS 5-speed manual	£17,400
SEL 3-door 1.2 TSI 110 PS 6-speed manual	£16,260
SEL 5-door 1.2 TSI 110 PS 6-speed manual	£16,890
SEL 3-door 1.2 TSI 110 PS 7-speed DSG	£17,635
SEL 5-door 1.2 TSI 110 PS 7-speed DSG	£18,265
BlueGT 3-door 1.4 TSI ACT 150 PS 6-speed manual	£17,860
BlueGT 5-door 1.4 TSI ACT 150 PS 6-speed manual	£18,490
BlueGT 3-door 1.4 TSI ACT 150 PS 7-speed DSG	£19,235
BlueGT 5-door 1.4 TSI ACT 150 PS 7-speed DSG	£19,865
BlueMotion 3-door 1.4 TDI 75 PS 5-speed manual	£15,170
BlueMotion 5-door 1.4 TDI 75 PS 5-speed manual	£16,425

GOLF 7

S 3-door 1.2 TSI 85 PS 5-speed manual	£17,175
S 5-door 1.2 TSI 85 PS 5-speed manual	£17,830
S 3-door 1.2 TSI 105 PS 6-speed manual	£18,185
S 5-door 1.2 TSI 105 PS 6-speed manual	£18,840
S 3-door 1.2 TSI 105 PS 7-speed DSG	£20,255
S 5-door 1.2 TSI 105 PS 7-speed DSG	£20,910
S 3-door 1.4 TSI 122 PS 6-speed manual	£18,945
S 5-door 1.4 TSI 122 PS 6-speed manual	£19,600
S 3-door 1.4 TSI 122 PS 7-speed DSG	£21,015
S 5-door 1.4 TSI 122 PS 7-speed DSG	£21,670
S 3-door 1.6 TDI 90 PS 5-speed manual	£18,995
S 5-door 1.6 TDI 90 PS 5-speed manual	£19,650
S 3-door 1.6 TDI 105 PS 5-speed manual	£19,800
S 5-door 1.6 TDI 105 PS 5-speed manual	£20,455
BlueMotion 3-door 1.6 TDI 110 PS 5-speed manual	£20,015
BlueMotion 5-door 1.6 TDI 110 PS 5-speed manual	£21,670
SE 3-door 1.4 TSI 122 PS 6-speed manual	£19,880
SE 5-door 1.4 TSI 122 PS 6-speed manual	£20,535
SE 3-door 1.4 TSI 122 PS 7-speed DSG	£21,950
SE 5-door 1.4 TSI 122 PS 7-speed DSG	£22,605
SE 3-door 1.6 TDI 105 PS 5-speed manual	£20,735
SE 5-door 1.6 TDI 105 PS 5-speed manual	£21,390
SE 3-door 1.6 TDI 105 PS 7-speed DSG	£22,805
SE 5-door 1.6 TDI 105 PS 7-speed DSG	£23,460
SE 3-door 2.0 TDI 150 PS 6-speed manual	£22,250
SE 5-door 2.0 TDI 150 PS 6-speed manual	£22,905
SE 3-door 2.0 TDI 150 PS 6-speed DSG	£24,320
SE 5-door 2.0 TDI 150 PS 6-speed DSG	£24,975
Match 3-door 1.4 TSI BMT 122 PS 6-speed manual	£19,880
Match 5-door 1.4 TSI BMT 122 PS 6-speed manual	£20,535
Match 3-door 1.4 TSI BMT 122 PS 7-speed DSG	£21,950

Match 3-door 1.6 TDI BMT 105 PS 5-speed manual	£20,735
Match 5-door 1.6 TDI BMT 105 PS 5-speed manual	£21,390
Match 3-door 1.6 TDI BMT 105 PS 7-speed DSG	£22,805
Match 5-door 2.0 TDI BMT 150 PS 6-speed manual	£22,250
Match 3-door 2.0 TDI BMT 150 PS 6-speed manual	£22,905
Match 5-door 2.0 TDI BMT 150 PS 6-speed DSG	£24,320
GT 3-door 1.4 TSI ACT 140 PS 6-speed manual	£23,195
GT 5-door 1.4 TSI ACT 140 PS 6-speed manual	£23,850
GT 3-door 1.4 TSI ACT 140 PS 7-speed DSG	£25,265
GT 5-door 2.0 TDI 150 PS 6-speed manual	£23,700
GT 3-door 2.0 TDI 150 PS 6-speed manual	£24,355
GT 5-door 2.0 TDI 150 PS 6-speed DSG	£25,770
GT 3-door 2.0 TDI 184 PS 6-speed manual	£26,015
GT 5-door 2.0 TDI 184 PS 6-speed manual	£26,670
GT 3-door 2.0 TDI 184 PS 6-speed DSG	£27,430
GT 5-door 2.0 TDI 184 PS 6-speed DSG	£28,085
GTI 3-door 2.0 TSI 220 PS 6-speed manual	£26,580
GTI 5-door 2.0 TSI 220 PS 6-speed manual	£27,235
GTI 3-door 2.0 TSI 220 PS 6-speed DSG	£27,995
GTI 5-door 2.0 TSI 220 PS 6-speed DSG	£28,650
R 3-door 2.0 TSI 300 PS 6-speed manual	£30,150
R 5-door 2.0 TSI 300 PS 6-speed manual	£30,805
R 3-door 2.0 TSI 300 PS 6-speed DSG	£31,565
R 5-door 2.0 TSI 300 PS 6-speed DSG	£32,220
e-Golf 5-door E motor 115 PS Single-speed gearbox	£26,145

GOLF CABRIOLET

S 1.2 TSI 105 PS 6-speed manual	£22,070
S 1.4 TSI 122 PS 6-speed manual	£22,765
S 1.4 TSI 122 PS 7-speed DSG	£24,065
S 1.6 TDI BMT 105 PS 5-speed manual	£23,540
SE 1.4 TSI 122 PS 6-speed manual	£23,815
SE 1.4 TSI 122 PS 7-speed DSG	£25,115
SE 1.6 TDI BMT 105 PS	£24,590
SE 2.0 TDI BMT 140 PS 6-speed manual	£25,990
SE 2.0 TDI BMT 6-speed DSG	£27,420
GT 1.4 TSI 160 PS 6-speed manual	£26,715
GT 1.4 TSI 160 PS 7-speed DSG	£28,015
GT 2.0 TDI BMT 140 PS 6-speed manual	£27,180
GT 2.0 TDI BMT 140 PS 6-speed DSG	£28,610
GTI 2.0 TSI 210 PS 6-speed manual	£30,505
GTI 2.0 TSI 210 PS 6-speed DSG	£31,805
R 2.0 TSI 265 PS 6-speed DSG	£33,920

GOLF ESTATE

S 1.2 TSI 85 PS 5-speed manual	£18,525
S 1.2 TSI 105 PS 6-speed manual	£19,535
S 1.2 TSI 105 PS 7-speed DSG	£20,950
S 1.4 TSI 122 PS 6-speed manual	£20,295
S 1.4 TSI 122 PS 7-speed DSG	£21,710
S 1.6 TDI 90 PS 5-speed manual	£20,345
S 1.6 TDI 105 PS 5-speed manual	£21,150
BlueMotion 1.6 TDI 110 PS 5-speed manual	£22,365
SE 1.4 TSI 122 PS 6-speed manual	£21,230
SE 1.4 TSI 122 PS 7-speed DSG	£22,645
SE 1.6 TDI 105 PS 5-speed manual	£22,085
SE 1.6 TDI 105 PS 7-speed DSG	£23,500
SE 2.0 TDI 150 PS 6-speed manual	£23,600
SE 2.0 TDI 150 PS 6-speed DSG	£25,015
GT 1.4 TSI 140 PS 6-speed manual	£24,545
GT 1.4 TSI 140 PS 7-speed DSG	£25,960
GT 2.0 TDI 150 PS 6-speed manual	£25,050
GT 2.0 TDI 150 PS 6-speed DSG	£26,465

GOLF SV

S 1.2 TSI 85 PS 5-spd manual	£19,075
S 1.2 TSI 110 PS 6-speed manual	£20,085
S 1.2 TSI 110 PS 7-speed DSG auto	£21,500
S 1.4 TSI 125 PS 6-speed manual	£20,845
S 1.4 TSI 125 PS 7-speed DSG auto	£22,260
S 1.6 TDI 90 PS 5-speed manual	£20,895
S 1.6 TDI 110 PS 5-speed manual	£20,850
S 1.6 TDI 110 PS 7-speed DSG auto	£23,265
BlueMotion 1.6 TDI 110 PS 6-speed manual	£22,915
SE 1.4 TSI 125 PS 6-speed manual	£21,780
SE 1.4 TSI 125 PS 7-speed DSG auto	£23,195
SE 1.6 TDI 110 PS 6-speed manual	£22,785
SE 1.6 TDI 110 PS 7-speed auto DSG	£24,200
SE 2.0 TDI 150 PS 6-speed manual	£24,150
SE 2.0 TDI 150 PS 6-speed manual	£25,565
GT 1.4 TSI 150 PS 6-speed manual	£25,095
GT 1.4 TSI 150 PS 7-speed DSG auto	£26,510
GT 2.0 TDI 150 PS 6-speed manual	£25,600
GT 2.0 TDI 150 PS 6-speed DSG auto	£27,015

* Stock only

BEETLE

Beetle 1.2 TSI 105 PS 6-speed manual	£16,180
Beetle 2.0 TDI BMT 110 PS 5-speed manual	£18,005
Design 1.2 TSI 105 PS 6-speed manual	£18,575
Design 1.2 TSI 105 PS 7-speed DSG	£20,035
Design 1.4 TSI 150 PS 6-speed manual	£20,610
Design 2.0 TDI BMT 110 PS 5-speed manual	£20,380
Design 2.0 TDI BMT 110 PS 7-speed DSG	£21,840
Design 2.0 TDI 150 PS 6-speed manual	£21,080
Design 2.0 TDI 150 PS 6-speed DSG	£22,685
Sport 1.4 TSI 150 PS 6-speed manual	£22,430
Sport 2.0 TDI 150 PS 6-speed manual	£22,900
Sport 2.0 TDI 150 PS 6-speed DSG	£24,505
Sport 2.0 TSI 220 PS 6-speed manual	£23,660
Sport 2.0 TSI 220 PS 6-speed DSG	£25,175
Turbo (Sport) 2.0 TSI 220 PS 6-speed manual	£24,360
Turbo (Sport) 2.0 TSI 220 PS 6-speed DSG	£25,875
Turbo (Sport) 2.0 TSI 220 PS 6-speed manual	£24,360
Turbo (Sport) 2.0 TSI 220 PS 6-speed DSG	£25,875

BEETLE CABRIOLET

Beetle 1.2 TSI 105 PS 6-speed manual	£19,135
Beetle 2.0 TDI BMT 110 PS 5-speed manual	£20,945
Design 1.2 TSI 105 PS 6-speed manual	£21,530
Design 1.2 TSI 105 PS 7-speed DSG	£22,975
Design 1.4 TSI 150 PS 6-speed manual	£23,420
Design 2.0 TDI BMT 110 PS 5-speed manual	£23,320
Design 2.0 TDI BMT 110 PS 7-speed DSG	£24,780
Design 2.0 TDI 150 PS 6-speed manual	£24,150
Design 2.0 TDI 150 PS 6-speed DSG	£25,640
Sport 1.4 TSI 150 PS 6-speed manual	£25,020
Sport 2.0 TDI 150 PS 6-speed manual	£25,750
Sport 2.0 TDI 150 PS 6-speed DSG	£27,240
Sport 2.0 TSI 220 PS 6-speed manual	£26,250
Sport 2.0 TSI 220 PS 6-speed DSG	£27,765

JETTA

S 1.4 TSI 125 PS 6-speed manual	£18,815
S 2.0 TDI 110 PS 5-speed manual	£20,095
SE 1.4 TSI 125 PS 6-speed manual	£20,145
SE 1.4 TSI 150 PS 6-speed manual	£20,850
SE 1.4 TSI 150 PS 7-speed DSG	£22,275
SE 2.0 TDI 110 PS 5-speed manual	£21,425
SE 2.0 TDI 110 PS 7-speed DSG	£22,850
SE 2.0 TDI 150 PS 6-speed manual	£22,425
SE 2.0 TDI 150 PS 6-speed DSG	£23,850
GT 1.4 TSI 150 PS 6-speed manual	£21,715
GT 1.4 TSI 150 PS 7-speed DSG	£23,140
GT 2.0 TDI 110 PS 5-speed manual	£22,290
GT 2.0 TDI 110 PS 7-speed DSG	£23,715
GT 2.0 TDI 150 PS 6-speed manual	£23,290
GT 2.0 TDI 150 PS 6-speed DSG	£24,715

NEW SCIROCCO

1.4 TSI BMT 125 PS 6-speed manual	£20,735
2.0 TSI BMT 180 PS 6-speed manual	£22,775
2.0 TSI BMT 180 PS 6-speed DSG	£24,275
2.0 TDI BMT 150 PS 6-speed manual	£23,455
2.0 TDI BMT 150 PS 6-speed DSG	£24,955
GT 1.4 TSI BMT 125 PS 6-speed manual	£22,585
GT 2.0 TSI BMT 220 PS 6-speed manual	£26,125
GT 2.0 TSI BMT 220 PS 6-speed DSG	£27,625
GT 2.0 TDI BMT 150 PS 6-speed manual	£25,305
GT 2.0 TDI BMT 150 PS 6-speed DSG	£26,805
GT 2.0 TDI BMT 184 PS 6-speed manual	£26,305
GT 2.0 TDI BMT 184 PS 6-speed DSG	£27,805
R-Line 2.0 TSI BMT 220 PS 6-speed manual	£28,195
R-Line 2.0 TSI BMT 220 PS 6-speed DSG	£29,695
R-Line 2.0 TDI BMT 150 PS 6-speed manual	£27,375
R-Line 2.0 TDI BMT 150 PS 6-speed DSG	£28,875
R-Line 2.0 TDI BMT 184 PS 6-speed manual	£28,375
R-Line 2.0 TDI BMT 184 PS 6-speed DSG	£29,875
R 2.0 TSI 280 PS 6-speed manual	£32,575
R 2.0 TSI 280 PS 6-speed DSG	£34,075

NEW PASSAT SALOON

S 1.6 TDI 120 PS 6-speed manual	£22,215
S 1.6 TDI 120 PS 7-speed DSG	£23,815
S 2.0 TDI 150 PS 6-speed manual	£23,340
S 2.0 TDI 150 PS 6-speed DSG	£24,940
SE 1.6 TDI 120 PS 6-speed manual	£23,310
SE 1.6 TDI 120 PS 7-speed DSG	£24,910
SE 2.0 TDI 150 PS 6-speed manual	£24,435
SE 2.0 TDI 150 PS 6-speed DSG	£26,035
SE Business 1.6 TDI 120 PS 6-speed manual	£24,010
SE Business 1.6 TDI 120 PS 7-speed DSG	£25,610
SE Business 2.0 TDI 150 PS 6-speed manual	£25,135
SE Business 2.0 TDI 150 PS 6-speed DSG	£26,735

GT 1.6 TDI 120 PS 6-speed manual	£25,305
GT 1.6 TDI 120 PS 7-speed DSG	£26,905
GT 2.0 TDI 150 PS 6-speed manual	£26,430
GT 2.0 TDI 150 PS 6-speed DSG	£28,030
GT 2.0 TDI SCR 190 PS 6-speed manual	£27,780
GT 2.0 TDI SCR 190 PS 6-speed DSG	£29,380
GT 2.0 BiTDI SCR 240 PS 6-speed DSG	£34,510
R-Line 2.0 TDI 150 PS 6-speed manual	£27,425
R-Line 2.0 TDI 150 PS 6-speed DSG	£29,025
R-Line 2.0 TDI 190 PS 6-speed manual	£28,775
R-Line 2.0 BiTDI SCR 240 PS 7-speed DSG	£30,375
R-Line 2.0 BiTDI SCR 240 PS 7-speed DSG	£35,505

NEW PASSAT ESTATE

S 1.6 TDI 120 PS 6-speed manual	£23,745
S 1.6 TDI 120 PS 7-speed DSG	£25,345
S 2.0 TDI 150 PS 6-speed manual	£24,870
S 2.0 TDI 150 PS 6-speed DSG	£26,470
SE 1.6 TDI 120 PS 6-speed manual	£24,840
SE 1.6 TDI 120 PS 7-speed DSG	£26,440
SE 2.0 TDI 150 PS 6-speed manual	£25,965
SE 2.0 TDI 150 PS 6-speed DSG	£27,565
SE Business 1.6 TDI 120 PS 6-speed manual	£25,540
SE Business 1.6 TDI 120 PS 7-speed DSG	£27,140
SE Business 2.0 TDI 150 PS 6-speed manual	£26,665
SE Business 2.0 TDI 150 PS 6-speed DSG	£28,265
GT 1.6 TDI 120 PS 6-speed manual	£26,835
GT 1.6 TDI 120 PS 7-speed DSG	£28,435
GT 2.0 TDI 150 PS 6-speed manual	£27,960
GT 2.0 TDI 150 PS 6-speed DSG	£29,560
GT 2.0 TDI SCR 190 PS 6-speed manual	£29,310
GT 2.0 TDI SCR 190 PS 6-speed DSG	£30,910
GT 2.0 BiTDI SCR 240 PS 6-speed DSG	£36,040
R-Line 2.0 TDI 150 PS 6-speed manual	£28,955
R-Line 2.0 TDI 150 PS 6-speed DSG	£30,555
R-Line 2.0 TDI 190 PS 6-speed manual	£30,305
R-Line 2.0 BiTDI SCR 240 PS 7-speed DSG	£31,905
R-Line 2.0 BiTDI SCR 240 PS 7-speed DSG	£37,035

CC

CC 1.4 TSI BMT 160 PS 6-speed manual	£25,050
CC 1.4 TSI BMT 160 PS 7-speed DSG	£26,510
CC 2.0 TDI BMT 140 PS 6-speed manual	£26,115
CC 2.0 TDI BMT 140 PS 6-speed DSG	£27,595
GT 2.0 TSI 210 PS 6-speed manual	£29,285
GT 2.0 TSI 210 PS 6-speed DSG	£30,690
GT 2.0 TDI BMT 140 PS 6-speed manual	£27,695
GT 2.0 TDI BMT 140 PS 6-speed DSG	£29,175
GT 2.0 TDI BMT 177 PS 6-speed manual	£29,820
GT 2.0 TDI BMT 177 PS 6-speed DSG	£31,300
R-Line 2.0 TSI 210 PS 6-speed manual	£29,935
R-Line 2.0 TSI 210 PS 6-speed DSG	£31,340
R-Line 2.0 TDI BMT 177 PS 6-speed manual	£30,470
R-Line 2.0 TDI BMT 177 PS 6-speed DSG	£31,950

EOS

Sport 1.4 TSI 160 PS 6-speed manual	£27,610
Sport 2.0 TSI 210 PS 6-speed manual	£29,610
Sport 2.0 TSI 210 PS 6-speed DSG	£31,075
Sport 2.0 TDI BMT 140 PS 6-speed manual	£28,185
Sport 2.0 TDI BMT 140 PS 6-speed DSG	£29,655
Exclusive 2.0 TDI BMT 140 PS 6-speed manual	£31,325
Exclusive 2.0 TDI BMT 140 PS 6-speed DSG	£32,795

TIGUAN

S 1.4 TSI BMT 160 PS 2WD 6-speed manual	£21,960
S 1.4 TSI 160 PS 4Motion 6-speed manual	£23,650
S 2.0 TDI BMT 110 PS 2WD 6-speed manual	£22,605
S 2.0 TDI BMT 140 PS 2WD 6-speed manual	£23,155
S 2.0 TDI BMT 140 PS 4Motion 6-speed manual	£24,925
S 2.0 TDI BMT 140 PS 4Motion 7-speed DSG	£26,420
Match 1.4 TSI 160 PS 2WD BMT 6-speed manual	£23,955
Match 1.4 TSI 160 PS 4Motion 6-speed manual	£25,645
Match 2.0 TSI 180 PS 4Motion 6-speed manual	£26,485
Match 2.0 TSI 180 PS 4Motion 7-speed DSG	£27,975
Match 2.0 TDI 140 PS 2WD BMT 6-speed manual	£25,150
Match 2.0 TDI 140 PS 4Motion 6-speed manual	£26,920
Match 2.0 TDI 140 PS 4Motion 7-speed DSG	£28,445
Match 2.0 TDI 177 PS 4Motion 6-speed manual	£27,925
Match 2.0 TDI 177 PS 4Motion 7-speed DSG	£29,450
R-Line 2.0 TSI 210 PS 4MOTION 6-speed manual	£29,180
R-Line 2.0 TSI 210 PS 4MOTION 7-spd DSG	£30,670
R-Line 2.0 TDI BMT 140 PS 4MOTION 6-speed manual	£28,750
R-Line 2.0 TDI BMT 177 PS 4MOTION 6-speed manual	£30,275
R-Line 2.0 TDI BMT 177 PS 4MOTION 7-speed DSG	£31,280
Escape 2.0 TDI BMT 140 PS 4Motion 6-speed manual	£27,610
Escape 2.0 TDI BMT 140 PS 4Motion 7-speed DSG	£29,105

TOURAN

S 1.2 TSI 105 PS 6-speed manual	£19,790
S 1.6 TDI BMT 105 PS 6-speed manual	£21,600
S 1.6 TDI BMT 105 PS 7-speed DSG	£22,835
SE 1.4 TSI 140 PS 6-speed manual	£23,600
SE 1.4 TSI 140 PS 7-speed DSG	£24,835
SE 1.6 TDI BMT 105 PS 6-speed manual	£23,705
SE 1.6 TDI BMT 105 PS 7-speed DSG	£24,940
SE 2.0 TDI BMT 140 PS 6-speed manual	£25,470
SE 2.0 TDI BMT 140 PS 6-speed DSG	£26,835
Sport 2.0 TDI BMT 140 PS 6-speed manual	£26,930
Sport 2.0 TDI BMT 140 PS 6-speed DSG	£28,295
Sport 2.0 TDI 177 PS 6-speed DSG	£28,350

SHARAN

S 1.4 TSI BMT 150 PS 6-speed manual	£25,320
S 1.4 TSI BMT 150 PS 6-speed DSG	£26,710
S 2.0 TDI BMT 115 PS 6-speed manual	£25,890
S 2.0 TDI BMT 140 PS 6-speed manual	£26,640
S 2.0 TDI BMT 140 PS 6-speed DSG	£27,975
SE 1.4 TSI BMT 150 PS 6-speed manual	£27,630
SE 1.4 TSI BMT 150 PS 6-speed DSG	£29,020
SE 2.0 TDI BMT 140 PS 6-speed manual	£28,950
SE 2.0 TDI BMT 140 PS 6-speed DSG	£30,285
SE 2.0 TDI BMT 177 PS 6-speed manual	£30,555
SE 2.0 TDI BMT 177 PS 6-speed DSG	£31,890
SEL 2.0 TSI 200 PS 6-speed DSG	£33,775
SEL 2.0 TDI BMT 140 PS 6-speed manual	£31,850
SEL 2.0 TDI BMT 140 PS 6-speed DSG	£33,185
SEL 2.0 TDI BMT 177 PS 6-speed manual	£33,455
SEL 2.0 TDI BMT 177 PS 6-speed DSG	£34,790
Executive 2.0 TDI BMT 140 PS 6-speed manual	£32,100
Executive 2.0 TDI BMT 140 PS 6-speed DSG	£33,435

TOUAREG

SE 3.0 TDI 204 PS 8-speed automatic	£43,415
SE 3.0 TDI 262 PS 8-speed automatic	£45,215
Escape 3.0 TDI 262 PS TDI 8-speed automatic	£45,415
R-Line 3.0 TDI 204 PS 8-speed automatic	£46,415
R-Line 3.0 TDI 262 PS 8-speed automatic	£48,215

PHAETON

SWB 3.0 V6 TDI 245 PS 4Motion 6-speed auto Tiptronic	£55,550
LWB 3.0 V6 TDI 245 PS 4Motion 6-speed auto Tiptronic	£58,110



ROAD TESTS

A DETAILED INDEX OF THE WIDE RANGE OF COMPREHENSIVE ROAD TESTS WHICH WE HAVE PUBLISHED CAN BE FOUND ON OUR WEBSITE AT:
WWW.VOLKSWAGENDRIVERMAG.CO.UK

Volkswagen
DRIVER

ROAD TEST INDEX

SINCE IT WAS launched in June 2000, a great many road tests have been featured in the pages of Volkswagen Driver, providing a wealth of information about many modern Volkswagen models.

Comprising at least five or six pages each, including full model details, specifications, driving impressions, technical details and performance

figures, they provide an ideal reference for anyone buying a new or secondhand example, or for anyone who already has one of these cars and just wants more information about it.

A great many other road tests and features are listed online at www.volkswagendrivermag.co.uk and you can order back issues online or call us on 01525 750 500.



Back issues* cost £3.00 each *Plus postage and packing*: UK: £1.50 per issue Europe: £2.25 per issue Rest of World: £2.75 per issue

UP!
up! white Oct 2012 p15-21

Lupo
Lupo 1.0E (50 PS) Oct 2001 p39-43
Lupo S (75 PS 1.4) Jul 2001 p7-11
Lupo Sport TDI PD (75 PS) Dec 2000 p7-11
Lupo Sport TDI PD (75 PS) Apr 2003 p37-41
Lupo Sport 16V (100 PS 1.4) Aug 2003 p34-39
Lupo GTI (5-spd) Apr 2001 p7-11
Lupo GTI (6-spd) Nov 2002 p35-39

FOX
Fox 1.2 (55 PS) Nov 2006 p18-23
Urban Fox 1.4 (75 PS) Mar 2008 p13-17

POLO
Polo 1.0E (50 PS) Apr 2001 p35-39
Polo 1.4 SE (75 PS) Feb 2001 p35-39
Polo S SDI (64 PS) Oct 2000 p37-41
Polo FSI (86 PS) Feb 2003 p37-41
Polo 1.4 TDI (75 PS) Nov 2000 p33-37
Polo 1.4 TDI (ABT 95 PS) Oct 2001 p25-28
Polo 16V (100 PS 1.4) Sep 2001 p35-39
Polo GTI (125 PS 1.6 16V) Jun 2000 p6-11
Polo S 1.2 (55 PS) Dec 2002 p41-45
Polo SE 1.2 (65 PS) Jul 2002 p7-11
Polo Sport 1.4 TDI (75 PS) Oct 2002 p7-11
Polo Sport TDI PD (100 PS) Jan 2003 p7-11
Polo Sport 1.4 16V (100 PS) Dec 2003 p22-27
Polo GT (TDI 130) Dec 2004 p26-31
Polo Dune 1.2 (65 PS) Jan 2005 p22-27
Polo Saloon SE 1.6 (100 PS) Jul 2001 p43-47
Polo Estate 1.9 TDI (90 PS) Mar 2001 p37-41
Polo 1.4S TDI (80 PS) Dec 2005 p28-33
Polo BlueMotion 2 (80 PS TDI) Jan 2008 p17-22
Polo Sport TDI (130 PS) Apr 2006 p12-17
Polo GTI (150 PS 1.8T) Jul 2006 p28-33

NEW POLO (Mk 5)
New Polo 1.2 S (60 PS) Feb 2012 p17-23
New Polo 1.2 SE (70 PS) Dec 2009 p12-17
Polo R-Line Style A/C 1.2 60 PS Feb 2014 p15-21
New Polo BlueMotion 1.2 TDI (75 PS) Dec 2010 p19-24
New Polo GTI 1.4 TSI DSG Mar 2011 p17-23
New Polo BlueGT 1.4 TSI ACT Jun 2013 p23-29

MK 4 GOLF
Mk 4 Golf SE 1.6 Mar 2001 p7-11
Mk 4 Golf Match 1.6 Feb 2004 p10-15
Mk 4 Golf TDI PD 100 Jun 2002 p37-41
Mk 4 Golf Match (100 PS TDI) Jul 2003 p44-47
Mk 4 Golf GT TDI PD (115 PS) Jan 2001 p33-37
Mk 4 Golf TDI PD 130 Feb 2003 p19-23
Mk 4 Golf TDI PD 150 Mar 2002 p31-35
Mk 4 Golf TDI (ABT 175 PS) Nov 2002 p7-11
Mk 4 Golf GTI 2.0 (115 PS) Dec 2001 p7-11
Mk 4 Golf GTI 1.8T (150 PS) Jun 2001 p7-11
Mk 4 Golf GTI Anniversary 1.8T Dec 2002 p17-21
Mk 4 Golf GTI Anniversary TDI 150 Apr 2003 p7-11
Mk 4 Golf GTI 1.8T (ABT 215 PS) Feb 2001 p23-26
Mk 4 Golf GTI 1.8T (180 PS 6-spd) Jun 2003 p6-11
Mk 4 Golf V5 (170 PS) May 2001 p37-41
Mk 4 Golf V6 4Motion Sep 2000 p6-10
Mk 4 Golf R32 Sep 2003 p14-19
Mk 4 Golf Cabriolet 2.0 Aug 2000 p6-11
Mk 4 Golf Cabriolet 2.0 Aug 2002 p7-11
Mk 4 Golf Estate 1.8T Sep 2001 p7-11

BORA
Bora Sport TDI PD (115 PS) Aug 2001 p7-11
Bora TDI PD (130 PS) Feb 2002 p7-11
Bora Sport TDI PD (150 PS) Jan 2003 p31-35
Bora Sport 1.8T (150 PS) Oct 2001 p7-11
Bora ST (180 PS 1.8T) May 2003 p43-47
Bora V6 4Motion Jan 2001 p7-11

MK 5 GOLF
Mk 5 Golf 1.6 SE FSI Oct 2004 p20-25
Mk 5 Golf GT TDI (100 PS) May 2005 p32-37
Mk 5 Golf BlueMotion (105 PS 1.9) Jun 2008 p27-32
Mk 5 Golf GT TDI (140 PS 2.0) Jun 2004 p16-21
Mk 5 Golf GT TDI (140 PS 2.0) 4Mo Jul 2005 p14-19
Mk 5 Golf GT TDI 170 PS DPF Apr 2007 p10-15
Mk 5 Golf GT FSI (150 PS 2.0) Feb 2005 p16-21
Mk 5 Golf GT FSI (150 PS 2.0) 4Mo Jan 2006 p28-32
Mk 5 Golf GT DSG (170 PS TSI) Feb 2007 p10-15
Mk 5 GTI DSG Mar 2005 p10-17
Mk 5 GTI 6-spd manual Jun 2005 p18-23

Mk 5 Golf GTI Edition 30 (DSG) Mar 2007 p10-15
Mk 5 Golf GTI Edition 30 (manual) Jul 2007 p18-23
Mk 5 Golf GTI Pirelli Edition Dec 2008 p8-13
Mk 5 Golf R32 DSG Feb 2006 p10-16
Mk 5 R32 6-spd manual Jul 2006 p15-21
Mk 5 Golf Estate 1.9 TDI (105 PS) Nov 2007 p15-20

MK 6 GOLF
Mk 6 Golf S 1.2 TSI (105 PS) Nov 2011 p43-49
Mk 6 Golf BlueMotion 1.6 TDI Oct 2010 p17-22
Mk 6 Golf GT TSI DSG (160 PS) Jun 2009 p10-15
Mk 6 Golf GTD (170 PS TDI) Sep 2009 p11-16
Mk 6 Golf GTI DSG Aug 2009 p11-16
Mk 6 Golf GTI 6-spd manual Oct 2009 p11-16
Mk 6 Golf GTI Edition 35 Mar 2012 p19-25
Mk 6 Golf R 2-dr manual Jan 2013 p17-23

Golf Cabriolet 1.6 TDI Jan 2012 p15-21
Golf Cabriolet GTI Oct 2013 p17-23
Golf Cabriolet R DSG Feb 2014 p33-39

MK 7 GOLF
Mk 7 Golf GT 1.4 TSI ACT May 2013 p17-23
Mk 7 Golf BlueMotion 1.6 TDI April 2013 p43-49
Mk 7 Golf GTD 6-spd DSG Jan 2014 p19-25
Mk 7 Golf R Performance Pack Dec 2013 p14-21
Mk 7 Golf R DSG May 2014 p16-23

MK 7 GOLF ESTATE
Mk 7 Golf Estate SE 1.4 TSI Nov 2014 p38-45
Mk 7 Golf Estate SE 1.6 TDI DSG Nov 2014 p38-45

GOLF PLUS
Golf Plus 1.9 TDI SE (105 PS) Nov 2005 p32-37
Golf Plus BlueMotion (105 PS) Apr 2009 p23-27
Golf Plus Sport TSI (140 PS) Jun 2007 p22-27

JETTA
Jetta 2.0 TDI SE (140 PS) Aug 2006 p56-61
Jetta TSI (140 PS) Feb 2008 p17-22
Jetta TDI DPF (170 PS) May 2009 p24-29

NEW JETTA
New Jetta SE 1.6 TDI BMT Sep 2011 p21-27
New Jetta Sport 2.0 TDI Dec 2011 p21-27

SCIROCCO
Scirocco 1.4 TSI (160 PS) Aug 2009 p43-47
Scirocco GT 2.0 TSI (200 PS) Nov 2008 p20-25
Scirocco GT 2.0 TSI (210 PS) Oct 2011 p17-23
Scirocco GT BMT TDI (140) 6-spd man Feb 2013 p17-23
Scirocco GT 2.0 TDI (170) DSG Feb 2010 p16-21
Scirocco GT 2.0 DSG (ABT 240 PS) Nov 2009 p26-31
Scirocco R DSG Jun 2010 p15-20
Scirocco R Manual Nov 2010 p19-24

NEW BEETLE
Beetle 1.6 (101 PS) Feb 2001 p7-11
Beetle Luna 1.6 (102 PS) Mar 2006 p22-27
Beetle 1.9 TDI (100 PS) Oct 2003 p14-19
Beetle 2.0 (115 PS) Jul 2000 p6-11
Beetle 1.8T (150 PS) Mar 2002 p7-11
Beetle V5 (170 PS) May 2002 p7-11
Beetle V5 Sport Edition (170 PS) Aug 2003 p6-11
Beetle Cabriolet Dark Flint (TDI 100) Aug 2005 p30-35
Beetle Cabriolet 2.0 Jul 2003 p6-11
Beetle Cabriolet 1.8T Sep 2004 p8-13
Beetle Cabriolet 1.8T Sep 2007 p11-16

BEETLE
Beetle Design 1.4 TSI (160 PS) Oct 2012 p45-51
Beetle Design 2.0 TDI (140 PS) Mar 2013 p17-23
Beetle Cabriolet 2.0 TSI (200 PS) Jan 2014 p43-49
Beetle GSR 2.0 TSI Jun 2014 p21-27

MK 5 PASSAT
Passat Trendline (100 PS 1.9 TDI) Apr 2005 p28-33
Passat TDI PD 130 (5-spd) May 2001 p7-11
Passat Sport TDI PD 130 (6-spd) Apr 2002 p35-39
Passat 2.0E (115 PS) Aug 2001 p35-39
Passat SE 2.0 (130 PS) Mar 2003 p29-33
Passat SE 20V (150 PS) Jul 2000 p38-43
Passat Sport 1.8T (150 PS) Dec 2001 p38-43
Passat 2.5 V6 TDI (150 PS) May 2002 p37-41
Passat 2.5 V6 TDI auto (163 PS) Feb 2004 p24-29
Passat 4.0 W8 automatic Sep 2002 p9-13
Passat 4.0 W8 manual Mar 2003 p17-21
Passat Estate Sport TDI PD 4Mo (130 PS) May 2003 p7-11
Passat Estate V6 TDI (150 PS) Oct 2000 p7-11
Passat Estate V6 4Motion (193 PS) Dec 2000 p33-37

Passat Estate V6 4Motion (193 PS) Nov 2001 p37-41

MK 6 PASSAT
Passat BlueMotion 2 (TDI) Oct 2009 p25-29
Passat 2.0 TDI SE (140 PS) Sep 2005 p14-19
Passat 2.0 TDI SEL DSG (170 PS) Dec 2007 p11-16
Passat 1.8 TSI SE (160 PS) Sep 2008 p12-17
Passat R Line 1.8 TSI (160 PS) Apr 2010 p18-23
Passat 2.0 TFSI SEL (200 PS) Jun 2006 p12-17
Passat V6 4Motion Sport (250 PS) Sep 2006 p21-26
Passat R36 Saloon (300 PS) Feb 2009 p10-15
Passat Estate 1.9 TDI SE (105 PS) May 2006 p30-35
Passat Estate BlueMotion (105 PS) Dec 2008 p32-37

MK 7 PASSAT
Passat Saloon SE 1.6 TDI BMT Apr 2011 p23-29
Passat Saloon Executive 2.0 TDI Jan 2015 p29-35
Passat Estate BlueMotion 1.6 TDI Apr 2012 p23-29
Passat Estate 2.0 TDI SE BMT DSG May 2011 p33-39
Passat Alltrack 2.0 TDI (140 PS) Dec 2012 p23-29

CC
Passat CC 2.0 TDI (140 PS) Jan 2009 p8-13
CC 2.0 TDI BMT Sept 2012 p21-27
CC 2.0 TDI (177 PS) BMT DSG Aug 2014 p15-21

EOS
Eos SE 1.4 TSI (160 PS) Sept 2010 p31-36
Eos 2.0 TDI (140 PS) Jan 2007 p22-27
Eos 2.0 TFSI DSG (200 PS) April 2008 p13-18
Eos 3.2 V6 DSG (250 PS) May 2007 p11-15

SHARAN
Sharan 2.0 SE (115 PS) Aug 2000 p38-42
Sharan SE 1.9 TDI PD 4Mo (115 PS) Apr 2002 p7-11
Sharan 1.9 TDI PD (130 PS) Mar 2004 p34-39
Sharan Sport 2.0 TDI (140 PS) Dec 2006 p20-25
Sharan Sport 1.8T (150 PS) Nov 2000 p7-11
Sharan Carat V6 Auto (204 PS) Jan 2002 p47-51
New Sharan SE 2.0 TDI DSG Apr 2013 p30-35

TOURAN
Touran SE 1.9 TDI (100 PS) Jan 2004 p36-41
Touran Sport 2.0 TDI (136 PS) May 2004 p14-19
Touran Sport 2.0 TDI (DSG) Nov 2004 p16-21
Touran SE TSI (140 PS) Aug 2007 p47-51
New Touran S 1.6 TDI BMT Jun 2011 p45-51

TIGUAN
Tiguan 2.0 TDI (140 PS) May 2008 p11-17
Tiguan S 2.0 TDI BMT June 2012 p23-29
Tiguan Match 2.0 TDI BMT Oct 2014 p17-23
Tiguan SE 1.4 TSI (150 PS) Mar 2009 p32-37
Tiguan SE 2.0 TDI (170 PS) Jan 2011 p17-23
Tiguan R Line 2.0 TDI (200 PS) Mar 2010 p16-21

TOUAREG
Touareg 3.2 V6 Tiptronic Nov 2003 p18-23
Touareg 2.5 TDI Tiptronic Feb 2005 p30-35
Touareg 3.0 V6 TDI Sport (225 PS) Oct 2005 p51-55
Touareg 3.0 V6 TDI Tiptronic (225 PS) Oct 2007 p17-22
Touareg Altitude 3.0 V6 TDI (245 PS) Mar 2013 p48-53
Touareg 4.2 V8 TDI Jan 2012 p31-37
Touareg 5.0 V10 TDI (313 PS) Jan 2010 p18-23
Touareg Hybrid V6 TSI May 2011 p19-25

PHAETON
Phaeton 3.0 TDI LWB (239 PS) Jun 2009 p23-27
Phaeton 3.2 V6 (241 PS) Aug 2004 p19-23
Phaeton 3.0 V6 TDI & 6.0 W12 Oct 2006 p16-21
Phaeton 6.0 W12 (420 PS) Jan 2004 p6-11
New Phaeton 3.0 V6 TDI Jun 2011 p25-27
New Phaeton 3.0 V6 TDI LWB Apr 2013 p48-53

CADDY
Caddy Maxi Life 2.0 TDI (140 PS) Sep 2008 p47-51
Caddy Edition 30 2.0 TDI DSG Aug 2013 p47-51

AMAROK
Amarok Startline 2.0 TDI (122 PS) May 2012 p33-39
Amarok edition 2.0 BiTDI auto Nov 2013 p27-33

T4
T4 Caravelle 2.5 TDI Variant (102 PS) Feb 2002 p31-35
T4 Multivan V6 (204 PS) Oct 2002 p31-35

T5
T5 Caravelle 2.5 TDI (130 PS) Jul 2004 p32-37
T5 Caravelle Executive 2.5 TDI (174 PS) Oct 2008 p20-25
T5 Caravelle Executive 2.0 BiTDI DSG Feb 2011 p19-25
T5 Caravelle Business 2.0 BiTDI DSG Nov 2012 p17-23

*Wherever possible, we will supply an original copy of the magazine but we reserve the right to substitute a good quality colour photocopy.

VOLKS AUTOS

Covering Surrey and the South East

Volkswagen

AUDI

SEAT

Skoda

10%
off labour
to new customers*

At Volks Autos you can rest assured your vehicle is in safe hands, from servicing and repairs to more complex diagnostic work, all servicing and repairs are carried out exact to manufactures specification. Being an independent specialist Volks Autos can provide servicing and repairs at a competitive price.

- * Brand trained technicians
- * Full diagnostic equipment
- * Genuine parts used
- * Fixed price servicing
- * Using Volks Autos won't invalidate your manufacturer's warranty
- * Free local collection and delivery
- * All makes and models welcome

* Terms and conditions apply.

Please mention Audi Driver to receive your discount. Exclude MoTs

UP TO
50% OFF
MAIN
DEALER
PRICES!



3 Kimpton Road, Kimpton Industrial Estate,
Sutton, Surrey SM3 9QL

www.volksautos.co.uk T: 020 8643 4313

TOP CAR
TC
LEASING

Specialists in VW and Audi

PERSONAL
AND BUSINESS
CONTRACT HIRE
OFFERS

Prices all based on 3 + 23 payments based on 10k pa.

VW UP 1.0 TFSI 3 DR MANUAL	£109 PLUS VAT
VW GOLF 1.6 TDI MATCH 5 DR HATCHBACK MANUAL	£194 PLUS VAT
VW GOLF 2.0 TDI GTD 5 DR HATCHBACK MANUAL	£264 PLUS VAT
VW PASSAT CC GT 2.0 TDI 140 BLUEMOTION TECH MANUAL	£280 PLUS VAT
VW PASSAT SALOON 2.0 TDI BLUEMOTION TECH	£310 PLUS VAT
VW TOUAREG 3.0 TDI R LINE 4X4 AUTO	£435 PLUS VAT
VW SCIROCCO 2.0 TDI GT MANUAL	£265 PLUS VAT

Curious about leasing? Call Rob S or Rob H for a friendly chat (or email) and see if leasing is something that might suit you. Tel: **01789 772 211** email: robs@topcarleasing.com or robh@topcarleasing.com

Business and personal contract hire. All prices subject to VAT. Other products available. 6 rentals in advance based on 36 months agreement and 10,000 miles per annum, unless stated. Subject to VWFS funding criteria. Terms and conditions apply. Rentals correct as of 19/11/14. E&OE

Contract Hire and Leasing, Vehicle Sourcing and Disposal, All Types of Funding Solutions

Tel: 01789 772 211 • Fax: 01789 491 201 • Email: info@topcarleasing.com • Website: <http://www.topcarleasing.com>

Top Car Leasing Ltd, Unit 5 Waterloo Park, Bidford-on-Avon, Warks. B50 4JH

Company Registration Number: 8408557 VAT Number: 163191615

SUBSCRIBE and **SAVE!**



12
ISSUES
£38*

**PLUS
FREE
BINDER!**

12 issues of this magazine delivered to your door by the third Wednesday of every month, full of the latest news and reviews and packed with features covering all aspects of the Volkswagen scene, from new models to motorsport and tuning to technology.

PLUS - this month** we will also include a **FREE BINDER** worth £10.49 with the first issue of the new subscription.

ACT NOW! To qualify for this offer, just phone us on 01525 750 500 or order securely online.

www.volkswagendrivermag.co.uk

*UK subscription rate only. Overseas subscribers please enquire. ** Closing date January 31st 2015



ROBERT COULDWELL

'With X-PERIENCE, it would appear that SEAT is looking to create a sub-brand like Cupra and more models will be launched in 2015...'

Sister marques

SEAT, THE Volkswagen Group's problem child, seems to be turning the corner thanks to a raft of new models over the last year. In fact, SEAT UK is celebrating a series of new UK sales records, including best month, quarter and year-to-date market share.

September's 9,594 sales were 1,096 units ahead of last year and even better than the last record set in March. SEAT global sales are also up 10 per cent, which might result in a nett profit for the year, the first for some time. The good news for SEAT in Britain is that most of the extra sales are private as opposed to high discount fleet. If SEAT UK keeps it up, it should be selling around 52,000 cars per annum by year end, which will probably put it ahead of Honda for the first time ever.

The major contributor to SEAT's current success is the Leon range, which is now bigger than ever, with three and five-door hatches, the ST estate, high-performance Cupras and now a crossover, the X-PERIENCE which is similar in concept to the forthcoming four-wheel drive VW Golf Alltrack, due in 2015.

With X-PERIENCE, it would appear that SEAT is looking to create a sub-brand like Cupra and more models will be launched in 2015.

With four-wheel drive and 15 mm extra ground clearance, the new Leon X-PERIENCE, while not a full off-roader, is more than capable in muddy fields at gymkhanas and in ice and snow. SEAT uses a newly developed version of the familiar Haldex coupling with its multi-plate clutch using hydraulic actuation and electronic control. Normally the car is driven primarily through the front wheels, with the 4Drive system continually monitoring real-time driving conditions. If it detects any loss in traction, it reacts within milliseconds to send torque imperceptibly to the wheels with the most grip.

Like the ST Estate on which it's based, the X-PERIENCE has enormous 587-litre boot when the seats are up and 1,470 litres with the seats folded. Converting it into a 'van' only requires pulling a single lever.

Sensibly, SEAT is restricting the number of versions available and will only offer diesel engines: 150 and 184 PS versions of the 2.0-litre TDI, the former with a 6-speed manual gearbox and the latter with the excellent DSG dual-clutch automatic.

The X-PERIENCE is competitively priced, at around £1,500 less than the forthcoming Golf Alltrack, with the 2.0 TDI 150 SE at £24,385, the SE Technology at £26,370 and the 2.0 TDI 184 SE Technology at £28,870.

In line with SEAT policy, the X-PERIENCE is extremely well equipped, the SE coming with heated electric mirrors; dark-tinted rear windows; cruise control; all electric windows; roof rails; front and rear armrests; front sports seats; split-folding rear seats; leather-trimmed steering wheel, gearknob and brake lever; 17-inch alloy wheels and radio/CD/AUX-IN/SD/USB with six speakers and steering wheel controls.

The SE Technology also offers Alcantara upholstery; electrically folding door mirrors; SEAT Drive Profile, giving four different driving modes; LED front and rear lights; front fog lights with cornering function and satellite navigation.

A £1,250 Lux pack can be added to the SE Technology trim, to provide black leather upholstery; heated front seats; headlight washers; heated washer nozzles; an electrically adjustable driver's seat and chrome roof rails.

Safety is well covered with seven airbags, electronic stability control, anti-lock braking

and Hill Hold Control. Based on the Leon hatch's rating, the X-PERIENCE will achieve NCAP five stars and high ratings for passenger, child and pedestrian safety.

Quality, fit and finish of SEAT cars has improved enormously over the years but while the build quality is just as good as Volkswagen, there is a feeling that the VW Group has taken steps to distance SEAT from Volkswagen by using cheaper materials such as harder plastics. With the ever improving quality of SEAT's competitors such as Kia, Hyundai, Citroën and Peugeot there could be a danger that SEAT will fall behind.

The 184 PS X-PERIENCE costs £2,500 more than the 150 PS version, but that extra premium also provides the superb 6-speed DSG gearbox as well as the extra performance. But despite the extra 34 PS, 40 Nm of torque, 10 mph higher maximum speed and the fact that it is 1.7 seconds quicker to 62 mph, the 184 PS version is no less economical. In fact, thanks to the extra torque, and the highly efficient DSG gearbox, it would probably be more economical provided that the extra performance isn't used to the full. 🇪🇸



SEAT LEON X-PERIENCE 2.0 TDI DSG SE TECHNOLOGY

OTR Price	£28,870
Engine capacity	4 cyl, 1968 cc
Max power	184 PS / 135 kW
Max torque	380 lb.ft / 280 Nm
0-62 mph	7.1 sec
Top speed	139 mph / 222 kph
Fuel consumption (combined)	57.6 mpg, 4.9 l/100 km
Fuel capacity	12 gallons / 55 litres
CO ₂	129 g/km
Unladen weight	3363 lb / 1529 kg
Length/width/height	4543/1816/1481 mm

'While not a full off-roader, it is more than capable in muddy fields at gymkhanas and in ice and snow...'

MOTOR INSURANCE THAT PROTECTS YOUR PASSION.

Because we know you're not just insuring a car,
you're insuring a lifestyle.



Policies Can Include:

- 🛡 Modifications Cover
- 🛡 Limited Mileage Discounts
- 🛡 Agreed Value Cover
- 🛡 Free Motor Legal Expenses
- 🛡 UK & EU Breakdown



**CALL HIC NOW ON
0800 121 7422**



hertsinsurance.com

Herts Insurance Consultants Ltd

is authorised and regulated by the

Financial Conduct Authority No 309073

🛡 Subject to policy selection and Terms & Conditions

AUDI VW CENTRE

WILTSHIRE'S PREMIER USED AUDI & VOLKSWAGEN SPECIALIST



GOLF GT 2.0 TDI 140 5 DR 2011. Manual. 2 owners, 37,000 miles, full service history, black with black Vienna leather interior, cruise control, DVD-based navigation, bluetooth phone prep, alarm, immobiliser, rear privacy glass, front fog lamps, split rear folding seats, 12 months warranty, extended RAC warranty available.....**£14,995**

ALSO AVAILABLE:

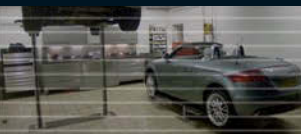
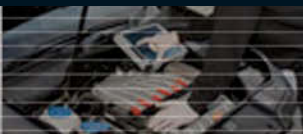
VW GOLF MATCH 1.6 TDI BLUEMO TECH 2011, 30,000 miles.....**£11,495**
VW GOLF MATCH 1.6 TDI 2011, 29,000 miles.....**£11,495**
VW GOLF MATCH 2.0 TDI 2010, 24,000 miles.....**£11,495**
VW GOLF MATCH 1.6 TDI DSG 2011, 40,000 miles**£10,995**
VW PASSAT HIGHLINE 2.0 TDI DSG 2009, 35,000 miles**£10,995**
VW GOLF PLUS SE 1.6 TDI BLUEMOTION 2010, 37,000 miles.....**£9,995**
VW GOLF GT 2.0 TDI SPORT 2008, 53,000 miles.....**£9,495**
VW POLO SE 1.2 TDI 2011, 36,000 miles.....**£7,995**

At our site in Bromham, Wilts we have a range of quality used Audi, VW and Skoda cars to suit everyone's needs. We supply used cars of all ages, fully prepared to the highest standards. We can also supply new cars to order.

Open 7 days a week, we are located on the A342 between Chippenham and Devizes, close to the junction of the A3102 to Melksham.



TOURAN SPORT 2.0 TDI 2011. Manual. 2 owners, 42,000 miles, full main dealer history, black with black cloth interior, convenience pack, park assist, 2zone climate control, RCD510 touch screen radio/CD, alarm/immobiliser, Witter removable towbar, 12 months warranty, extended RAC warranty available.....**£14,995**



SERVICING

At our newly refitted, fully-equipped, modern workshop at Bromham our experienced **VAG Master Technician** can care for your car, whatever the reason.

Tel: 01380 850 300

e-mail: sales@audivwcentre.com

**LABOUR
£55 p/h
+VAT**

ALSO:

VAG diagnostics, Repairs, MoTs, 4-wheel alignment, Tyres, Air-con servicing, Key coding, Alloy wheel refurbishment plus a range of VAG parts in our parts dept.

Audi VW Centre, Devizes Road, Bromham, Chippenham, Wiltshire SN15 2DZ



www.audivwcentre.com



ELAINE CATTON

'Despite its somewhat makeshift beginnings, there is no doubt that the Passat marked a major new beginning for the Volkswagen Group that has shaped its evolution ever since...'

Alternative view

FOLLOWING ON from the recent press launch of the new Passat (see Paul Harris' article in last month's issue), the eighth generation of the Passat and Passat Estate has now gone on sale in Germany. The delighted very first customer, Jörg Rüter, gleefully took possession of his Tungsten silver metallic 2.0 TDI BlueMotion estate in the Customer Centre at Autostadt towards the end of November.

More than 40 years have passed since the first-generation Passat was launched in 1973, and it seems very much part of the Volkswagen fabric. But its beginnings were a little more hesitant.

In an interview with renowned designer and 'style father' of the modern-day VW line-up Giorgetto Giugiaro, published by Volkswagen Classic, he talks openly about how it all began. It was 1969 when then VW chairman Kurt Lotz visited the Turin Motor Show with his entourage. On touring the show, they put together a design ranking of the cars on display and came up with their top six. It turned out that Giugiaro had been responsible for four of them. As a result, he was invited to visit Wolfsburg in January 1970; which I guess is one of those invitations one doesn't refuse.

The subsequent design contracts included the concept known as the EA 272. The EA, if you're interested, stands for 'Entwicklungsauftrag', which is German for Development Job. It was just a few months later, in May, when the young up-and-coming Italian designer scooted back up to Wolfsburg to show the outcome of his efforts. The powers that be were as thrilled with the proposals as these guys ever get and the project was given the green light. It wasn't long before initial prototypes were haring around the test track in Ehra-Lessein.

However, during a particularly stormy period for the company, Lotz was shoved from his seat in 1971 and replaced by former Audi boss, pragmatist Rudolf Leiding, who promptly put a stop to the EA 272. According to Giugiaro, Leiding was nevertheless well aware that there was a 'necessity for decisive change on the model sector'. He then opted for the less expensive route of adapting the shiny new Audi 80, designed on his watch in Ingolstadt by Audi development boss Ludwig Kraus. The order was to create 'a family fastback saloon in the spirit of the EA 272'.

At the time of Lotz's replacement, Giugiaro was close to signing a 10-year contract with Volkswagen. When Leiding took over, the long-term deal was suddenly off the table, but the relationship remained intact. It seems that the Italian maestro is just as much a pragmatist as Leiding was. He didn't take the change of situation at all personally, 'I already had my own company at the time, and work is work,' he says. 'People come and go – and if you are professional, you have to be able to compromise.'

The order was unequivocal – keep the fastback concept of the EA 272 and build it onto the Audi 80 chassis. Also unequivocal was the desire to achieve a 'family feeling' across the fledgling range of vehicles being planned by VW. This meant that, within very tight physical constraints, Giugiaro had to come up with a design that would provide visual consistency across the Passat and downward into what ultimately became Golf territory.

All pragmatism notwithstanding, Giugiaro's designer instincts were less than inspired by the notion of pinning a fastback onto the rear end of an existing saloon, which is pretty much what the first Passat was. Considering the brief, it is actually a great testimony to his skills as a designer that the first generation turned out as well as it did. Giugiaro provided just one design option and it was adopted more-or-less in that form, aside from one or two detail modifications.

Admittedly, the fastback tailgate ended up being smaller than he would have liked. 'It was the era of big tailgates,' he says. 'And I was instructed to design a product that was above all usable and not just nice to look at. The big tailgate was extremely practical.' But it was the short tailgate that made it to market first. Time was of the essence and the longer solution would have been more complicated, and therefore more expensive,

to develop. 'A fastback isn't as stiff as a conventional saloon car,' explains Giugiaro. But the problem was ultimately solved and the big tailgate made it into the Passat line-up in 1975.

The first-generation Passat was followed in 1974 by the estate version, which Giugiaro thinks has the most balanced proportions of the Passat range – whatever you might think of the triangular rear lights.

And here's an interesting aside. While the Group went to a great deal of marketing effort in Europe to distinguish the VW Passat and the Audi 80, it went for a bare-faced badge-engineering approach in the USA, slapping Audi's four rings right onto the nose of the Passat Estate and calling it the Audi 5000 Station Wagon (loud harrumph of righteous indignation!).

Despite its somewhat makeshift beginnings, there is no doubt that the Passat marked a major new beginning for the Volkswagen Group that has shaped its evolution ever since.

There can also be no doubt that Volkswagen has been served very well over the years by combining its Teutonic engineering skills with Italian design flair – something that started with Giugiaro and continued with de Silva.

Back in the Seventies nobody used terms like 'brand DNA' – well, let's face it, outside of the scientific community, nobody even knew what that was. But the first Passat marks the ground zero of the VW DNA that persists in the designs still being generated today. And the more heritage a brand develops, the more important it becomes to reach back and hold onto those threads, while still maintaining forward momentum. The days of 'let's create something utterly different' have given way to the need to maintain brand depth and substance. I wonder if Giugiaro anticipated that when he sketched out the design for the EA 272 – I doubt it. 🇮🇹



PROPOSED COACH TOUR OF GERMAN VW FACTORIES IN 2015



Further details are now available regarding our 2015 Tour to Germany, from June 20 to June 27. Travelling by luxury coach, the tour will occupy seven days (six nights) staying at 3- or 4-star hotels and will include six evening meals, six breakfasts and four mid-day lunches.

The following itinerary has now been established and we would love you to join us.

Saturday June 20: Depart at 5.30 from Henley-in-Arden, Warwickshire, where there is some parking, with pick-ups (by prior arrangement) along the M40 - M25 - M20 en-route to Dover, 11.00 am crossing to Calais and on to Eschweiler near Aachen for dinner and overnight stay.

Sunday June 21: Early breakfast, depart to spend some time at the vintage VW gathering at Bad Camberg, then continue to hotel at Bad Hersfeld for evening meal and overnight stay.

Monday June 22: North to the VW plant in Braunschweig, for lunch and a tour of the plant where they make tools, suspension, steering and brakes. Short journey to a hotel in Braunschweig for evening meal and overnight stay.

Tuesday June 23: After breakfast, short journey to Wolfsburg, to visit Autostadt and the original VW Museum. Also the chance to try the E-Golf or Touareg on the handling course, at a small additional cost. Lunch in one of Autostadt's restaurants. Dinner at Alter Wolf restaurant, opposite Wolfsburg Castle then back to Braunschweig for overnight stay.

Wednesday June 24: Back to Wolfsburg for a tour of the plant (Golf and Touran production), visiting parts that the general

public do not get to see. After lunch we head west to Hannover to visit the new department which refurbishes Type 2s. From there, a short drive to our hotel in Hannover for evening meal and overnight stay.

Thursday June 25: After breakfast, we head west to the European home of Vredestein Tyres in Holland, for light lunch prior to touring the plant. After the tour, we continue to Nijmegen for evening meal and overnight stay.

Friday June 26: After breakfast, commence journey home, via Calais, dropping off travellers at the points where they were picked up.

Itinerary is subject to changes outside of our control. Please note that the tour involves a significant amount of walking.

The cost is £895 per person for a single room, and £795 per person sharing a twin room. Closing date for deposits is January 31, 2015. Deposit £250 per person, fully refundable if we have to cancel due to insufficient numbers. Balance required by April 30, 2015.

We'll be delighted to hear from any readers who might be interested in joining us. Please e-mail us at: mail@autometrix.co.uk or call 01525 750 500 during office hours.

MAIL@AUTOMETRIX.CO.UK **CALL: 01525 750 500**



THE ONLY MAGAZINE FOR THINKING DRIVERS.
SPECIALISES IN DIESEL, HYBRID, ELECTRIC AND
ALTERNATIVE FUEL VEHICLES

SPECIAL CHRISTMAS SUBSCRIPTION OFFER

Get **15** issues for the price of **12**
Pay **£44.95** and save **39%** off the full price

Subscribe today! Call the DieselCar
subscriptions hotline on 01268 288515 and
quote reference **UKA**

or visit

WWW.DIESELCARMAGAZINE.CO.UK/SUBSCRIPTIONS



*Offer open to UK residents only. For overseas subscription rates please call 00 44 1268 288515



PAUL HARRIS

Last word

FOR THE JANUARY issue of our sister magazine, *Audi Driver*, Andrew Everett has written an article about the 4-cylinder engine which was used to power the original LT van, as well as some Audis and the Porsche 924. People used to look down on the 924, saying that it wasn't a proper Porsche, that it was powered by a VW van engine and, anyway, it wasn't even built by Porsche, but was put together in Audi's Neckarsulm factory...

In fact, the Volkswagen Group owes a great deal to that early collaboration between Audi and Porsche because the 924 had one particular feature which none of the Group vehicles had at that time: the bodyshell was manufactured from galvanised steel sheet.

Just like Volkswagen and Audi models at that time, Porsches built before the mid '70s had a bad reputation for rusting. Not only were they sometimes built from steel sheet which was not up to the top standard, but the protection systems applied to it during manufacture were quite inadequate to stop it rusting. Porsche decided that the only way to deal with this problem was to use galvanised steel and, not long after this, they positioned a 911 bodyshell at the entrance to the Weissach test facility, out in all weathers, and without any form of paint protection, to demonstrate the wisdom of the decision.

The collaboration with Audi to build the 924 came soon afterwards and the decision was made that it too should be built from galvanised steel. One of the benefits was that, if the zinc coating was punctured, the material would 'creep' to repair the wound. The introduction of galvanised steel at the Neckarsulm plant was not all plain sailing and the engineers had to learn to cope with the way in which the zinc could be smeared off while the panel was being pressed, because the resulting deposits tended to clog up the press tools.

Once the engineers were satisfied that they had full control of the new procedures, the decision was made to build all Audi bodyshells from the same material, starting with the 100, and this soon extended to Volkswagen. No longer would we see Golfs and Sciroccos with horrible rusting wounds only a few years after they had been built!

'These days, rusting bodyshells are not something which tends to consign Volkswagens to the scrap heap...'

In fact, though, using galvanised steel has never been a complete answer to the problem and, even when Audi went over to this form of production, injection of protective wax into cavities continued, although Porsche dropped this form of protection. I have quite a few friends who own 911s which were built after the introduction of galvanised steel and they have been horrified to find that rust has affected parts like side sills.

The zinc-coated steel has dealt with most of the problems, though and, these days, rusting bodyshells are not something which tends to consign Volkswagens to the scrap heap. It is more likely that they will die because of the cost of replacing major mechanical or electronic components. When you get to the point of having to pay more for a replacement ECU than the car is worth, it is not difficult to decide what has to be done.

I HAVE OWNED a few Porsches which predated the introduction of galvanised steel and I certainly wouldn't want to return to those days. The first was a 356 owned by a local businessman who replaced his Porsche every few years. He let me have it at a price which I could just about afford, but it wasn't long before I discovered that the pressed steel arms which kept the Beetle-like front axle beam in place were quietly disintegrating.

Problems like that are quite easy to deal with if you have the funds to call in specialist help but, as so many of our readers will know, coping with problems like this can be either very expensive or, very often, bodged. Over the years, I think I owned about a dozen Beetles and most of them were quietly rusting away underneath.

It was even worse with Type 2 Transporters and Motorcaravans. A friend of mine had a whole series of them and one day he turned up and said, 'Have a look at this'. He opened

the driver's door to show me that the floor had almost completely rusted away. The front end of the Type 2, was literally hanging down, unsupported by anything below. That, of course, was before the introduction of MoT tests. You could get away with virtually anything in those days!

AS WELL AS the collaboration between Audi and Porsche to build the 944, there was a much closer union between Volkswagen AG and Porsche to build the 914. This is usually referred to as the Porsche 914, a mid-engined sports car which caused quite a sensation when it first appeared. It never was a Porsche, though. A new company was set up, called Volkswagen-Porsche AG, to market the car and so, correctly, it was the Volkswagen Porsche 914.

I still have the first sales brochure published by Volkswagen Porsche, which set up its headquarters in Ludwigsburg and the surprising feature is that it makes it clear that the new company would be responsible for marketing not just the 914 and the six-cylinder version, the 914-6, but also Porsche's 911 models.

The new company did not last very long, though, and it was evident that both Volkswagen and Porsche had second thoughts about the wisdom of this particular collaboration. When the 914 was replaced by the 924, it was only ever going to be called a Porsche, despite being built – and powered – by Audi and Volkswagen.

At one time, I had a 914-6 and drove to Stuttgart for the Porsche Parade weekend. I can recall one of the Porsche management giving a speech to an audience which included quite a number of 914-6 owners, saying that the company would never again make the mistake of building a car like the 914 and 914-6. That really made the evening! 🇩🇪

'As well as the collaboration between Audi and Porsche to build the 944, there was a much closer union between Volkswagen AG and Porsche to build the 914. The new company did not last very long, though...'

Specialist Index

ABT UK

Unit 17, Avant Business Centre, 23 Denbigh Road, Bletchley, Buckinghamshire, MK1 1DT
T 0845 370 3228 **E** sales@richtersport.co.uk
W www.abtsportline.co.uk
Official importer of ABT bodystyling and wheels

Dialynx Performance

Unit 3, Bagbury Park, Lydiard Millicent, Swindon, Wiltshire, SN5 3LW **T** 01793 772 245
E info@dialynx.co.uk **W** www.dialynx.co.uk
Ur-quattro specialist. Servicing, development and engineering for VAG performance models

Ernigrip Motors Ltd.

4a Enstone Airfield, Enstone OX7 4NP
T 01608 677 836
55 North Street, Middle Barton OX7 7BH
T 01869 349 104
E ernigrip@gmail.co.uk **W** www.ernigrip.co.uk
Independent garage with VAG-trained mechanics, all requirements catered for. 25 years of trading, specialising in ABS, steering, suspension, airbags, LPG, offering good honest advice as required.

HazzyDayz Ltd

Unit 5, Sharose Court, Hicks Road, Markyate Hertfordshire, AL3 8JH **T** 01582 840 984
E hazzydayz@gmail.com **W** www.hazzydayz.com
Genuine Volkswagen & Audi professional retrofits, UK callout service available

Hoppo's Motorsport

Marsh Barton, Exeter, Devon, EX2 8LB
T 01392 826 169 **E** ed@hoppomotorsport.co.uk
W www.hoppomotorsport.co.uk
Alloy wheels. Winter steels and tyre packages, Performance coilovers. Webshop.

JKM Motor Services Ltd

Bolde Close, Copnor, Portsmouth, Hampshire, PO3 5RD **T** 02392 639 933
E enquiries@jkm.org.uk **W** www.jkm.org.uk
Independent specialists for Volkswagen, Audi, SEAT & Skoda

Marshall's Industrial Ltd

Hithercroft Road, Wallingford, Oxfordshire, OX10 9DG **T** 01491 834 666 **E** sales@mi-uk.com
W www.mi-uk.com/products/vcdfs/
Genuine Ross-Tech diagnostic tools at competitive prices.

Mastertechs Diagnostics Ltd

Unit 18, Liongate Enterprise Park, 80 Morden Road, Surrey, CR4 4NY
T 0208 648 6688
E info@mastertechs.co.uk
Volkswagen, Audi, SEAT, Skoda specialist. Branch now open in Chessington, T: 0208 391 0963

MDM Technik Ltd

Units 2B & 2C Westfield Farm, Medmenham, Marlow, Buckinghamshire, SL7 2TA
T 01491 412 416 **E** enquiries@mdmtechnik.co.uk
W www.mdmtechnik.co.uk
Audi, VW and Bentley specialists. Revo, Milltek and Forge agents

Milltek Sport

Unit 7-8 Victoria Way, Pride Park, Derby, DE24 8AN
T 01332 227 280 **E** info@milltekssport.com
W www.milltekssport.com
Manufacturers of Volkswagen performance exhaust systems and catalysts

quattro-tech

Unit 10C, Harding Way, St. Ives, Cambs, PE27 3WR
T 01480 464 869 **E** info@quattro-tech.co.uk
W www.quattro-tech.co.uk
Independent Audi, Volkswagen, SEAT and Skoda specialist, offering a wide range of top-quality cost-effective diagnostic, maintenance and repair services for vehicles of all ages.

Richter Sport

Unit 17, Avant Business Centre, 23 Denbigh Road, Bletchley, Buckinghamshire, MK1 1DT
T 0845 370 3227 **E** sales@richtersport.co.uk
W www.richtersport.co.uk
VAG retrofit specialists based in Milton Keynes

Russell Automotive Centre

Unit 15 Kingsbury Trading Estate, Barningham Way, Church Lane, London, NW9 8AU
T 0208 2000 995 **E** service@rac-london.co.uk
W www.rac-london.co.uk
Multi award-winning service from London's leading Audi/VW specialist

Satnav Systems (UK) Ltd

Unit G, Argent Court, 175 Hook Rise South, Surbiton, Surrey, KT6 7NL **T** 0808 222 0000
E info@satnavsystems.com **W** www.satnavsystems.com
VW & Audi OEM retrofit specialists

Star Performance Ltd

Unit 1D Frances Ind Park, Dysart, Kirkcaldy, Fife, KY1 2XZ **T** 01592 655 595
E jimcurley@starperformance.co.uk
W www.starperformance.co.uk
VW, Audi, SEAT, Skoda independent servicing centre. Air-con and 4 wheel alignment centre.

The Engine Shop Ltd

Unit A2 Darenth Works, Ray Lamb Way, Erith, Kent, DA8 2SP **T** 01322 350 022
E info@theengineshop.info
W www.theengineshop.info
Specialist supplier of rebuilt VW and Audi engines and gearboxes

Tutts of Dorking

Unit 7, Curtis Road Ind Est, Dorking, Surrey, RH4 1EJ **T** 01306 885 178
E reception@tuttsfordorking.co.uk
W www.tuttsfordorking.co.uk
Family owned and run business established in 1960

Unit 20 Limited

20 Coalbrookdale Road, Ineson, Wirral, Cheshire, CH64 3UG **T** 0151 336 6888
W www.unit20.org
VW Group performance specialist offering service, repair and performance upgrades

Volkspares

Branches at Croydon, Harrow, Sydenham and Leytonstone. **T** 0208 683 7442
W www.volkspares.co.uk
The UK's leading VW and Air Cooled Spares Specialist.

Volkswizard

Units 1-2, Hollywood Motor Park, 6 Dark Lane, Hollywood, Birmingham, B47 5BN **T** 01564 330 495
E andrew@volkswizard.co.uk
W www.volkswizard.co.uk
Buyer of VW Group vehicles

VRT

856 Plymouth Road, Slough Trading Est, Slough, Berkshire, SL1 4LP
T 01753 655 271 **E** vrtdirect@gmail.com
W www.vrtonline.co.uk
Service and repairs, DPF removal, remapping, Jetex exhausts, performance tuning

ATTENTION!

Promote your business details in our 'Specialist Directory' in the pages of both *Volkswagen Driver* and *Audi Driver* magazines and on our websites.

For your information to be included, please contact Debbie Forbes.

Tel: 01525 750 504 Email: sales@autometrix.co.uk

FREE FOR PRIVATE ADVERTISERS

It's easy to place an ad –by e-mail, phone, fax, post or via our website.

For a small charge, you can give your ad greater impact by using bold type for £5 or including a photograph for £10.

Ads on our website cost £25 and remain online until you tell us it is sold.

TRADERS

Take advantage of a display ad in these pages and put your products or services in front of the thousands of enthusiasts who meticulously scan the Classified ads every month.

Call 01525 750 500, fax 01525 750 700 or e-mail us at: classified@autometrix.co.uk to find out how easy it is to advertise.

**COPY DEADLINE
FOR THE FEB 2015
ISSUE IS 3 PM
WEDNESDAY
DECEMBER 31**



VW T5 CAMPER 2011 2-berth Hightop, 140 PS 2.0 litre TDI. Mileage at 30/10/2014 was 42,000. One owner. Base vehicle ordered specially for this purpose: T30 LWB Window van with 6-speed manual transmission, Comfort pack Tassimo upholstery, Reflex silver metallic paint, Climatic air-conditioning in cab including uprated alternator, electric windows, electric folding mirrors, colour-coded mirrors and bumpers, driver and passenger swivel seats, cruise control, sliding windows both sides rear, privacy glass in rear, cab comfort pack, carpet, seat box oddments trays, vanity mirrors etc. RCD310 radio upgrade, rear parking sensors. Conversion: REIMO Ergoline high-top fitted by Concept Multi-Car Ltd with Seitz opening side windows, insulation in vehicle sides and roof with Thinsulate and Celotex, under floor with Celotex, REIMO Variotech multi position seat / bed with matching Tasamo upholstery including seat belts for two persons, Waeco CR65 fridge freezer, SMEV glass topped sink and matching two burner hob, SMEV 555 mini grill, Campingaz 907 cylinders (x 2) in metal locker, mains hook-up with PMS mains trips & charging unit. Leisure batteries, twin 100Ah, one under driver's seat and one under chassis. Solar panel - 100W with charge controller. Inverter 240v 300W automatically switched. Power sockets, 4 x 240v plus 3 x 12v in habitation portion. Water tanks, fresh and waste under chassis. LED Lighting, six (2 x 3) 2W roof lights plus two swivel strip above kitchen surface. All VW interior lighting retained. Eberspächer Airtronic 2.2 kW diesel blown-air heating. Rear radio speakers. Awning, 3 metre pull out. Porta Potty cupboard, large food chest, wardrobe, rear storage cupboards, storage lockers in roof front & rear with integral automatic LED lighting, curtains to rear windows, REIMO insulation screens for cab windows. £31,500 ono. Tel: 01952 242 167 (Telford, Shropshire)



WINTER WHEELS Set of four steel wheels (6J x 15 H2 ET47) with Goodyear Ultragrip8 tyres (195/65-15 91H) and wheel covers. The tyres have covered approximately 1000 miles and have 7 mm of tread. They were used on my Mk 5 Golf GT TDI, which has now been sold. The wheels have some slight rust blemishes; the tyres have never been kerbed and the plastic wheel covers are in excellent condition. £375 ovno. Tel: 01327 358517 (Northants near J15A of M1)

classified@autometrix.co.uk



ZENDER MK 2 GOLF GTI 8V 1986 (C-reg) 52,450 miles. No MoT, Tax: SORN. One previous owner (I've owned it since May 2013). Zender Z6 body kit is original, fitted by the supplying dealer. Paint all original except for the front valance which has been retouched at some point. Interior in immaculate and original condition, includes an original Votex centre console, a top-of-the-range (at the time) Blaupunkt radio and separate Blaupunkt graphic equalizer. Perfect parcel shelf, spacesaver spare and carpeted rear turrets. No stamped service history, but original owner has logged all oil and filter changes as well as all fuel purchased and miles driven. He also had the head flowed, a stainless-steel exhaust and uprated suspension fitted early in the car's life. The V5 is in my name and the MoT certificates verify the mileage. No rust anywhere, 5-speed gearbox is tight as you'd expect from a low-mileage car which has spent much of its life SORN and garaged. Some minor paint 'pitting' on passenger door and paint on the body kit is not concours, but is good. The bumpers are slightly faded, but rather than layer on 'back-to-black', has been left original and honest. £4,500 ono. Please contact me on gareth_allen2000@hotmail.com or Tel: 07775 948 902 (Colchester, Essex (CO3). Delivery can be arranged.

FOUR YOKOHAMA C DRIVE 225/40 R18 92W tyres with 4 mm tread (measured to tread bars – not full depth) £80. Four Continental ContisportContact 3 235/40 ZR18 tyres with 4 mm tread (down to tread bars – not full depth). £80. One Avon ZZ3 235/40 ZR 18 91Y, brand-new, still with original label. £40. All of these tyres have been dry stored for some time, correctly on racks. Tel: 01525 750 500 during office hours (Bedfordshire).



SCIROCCO GT 2.0 TSI 60,000 miles. Smoothed front number plate recess, colour-coded side strips, full custom green respray, smoothed rear bumper, H&R coilovers – 80 mm. Mercedes 19-inch S600 alloy wheels, 8.5J up front, 9.5J out back. £14,000 as it is. Contact Danielle Bagnall, E-mail: dbagnall@live.co.uk Tel: 07581 364 249



MK 6 GOLF GTI 2010 (02/12/09) 5-door, 6-speed manual, FVWSH (new engine under warranty in September '13 at 34,443 mile), 12 months MoT. Metallic Carbon Steel grey, 2 previous owners,



2007 GOLF GTI EDITION 30 DSG 5-door, Tornado red. Stunning example of a rare, limited edition (number 0511), rapidly becoming a classic car. Highly sought-after original car, only one owner from new. 230 PS 2.0 TFSI. DSG semi-automatic gearbox with recent service. 81,000 miles, full VW service history with papers. Outstanding condition for age and mileage, only very light imperfections, as to be expected for a car of this age and mileage, but every panel is original and true. AutoGlym paint and interior protection when new + Zymol detailing products used throughout the car's history and comes complete with remaining AutoGlym and Zymol products, including Rouge Carnauba wax. Original carpet mats throughout. All upholstery original and undamaged. Non-smoker. Classic and highly distinctive chequered Tartan upholstery, electric sunroof and windows, air-conditioning, 6-CD player, part-leather trim, heated front seats, height-adjustable driver's and passenger Sports seat, split-folding rear seats, front and rear centre armrests, Isofix child seat points. Distinctive Pescara alloys (spacesaver spare wheel), power steering, steering wheel rake and reach adjustment, cruise control, auto light and rain sensor, traction control, central locking, alarm, immobiliser, driver's, side and passenger airbags, interior vanity lights. MoT to 01/05/2015. Viewing by appointment, test drive as passenger only, no time wasters please. I'm asking £8,950 ono. Contact: ibmsteve818@me.com Tel: 07966 630 248 (please leave a message) Location: Coalville, Leicestershire.



GOLF 2.0 TSI R (300 PS) DSG 3-door 2014 Solid pure white, 5,000 miles, Panoramic roof, rear-view camera, front and rear sensors, Bi-xenon headlights, high beam assist, Climate windscreen, Winter pack, space-saver wheel, cruise control, stop/start, rear tinted glass, mirror pack, VW roadside assistance, 3 years free servicing, FSH. £34,995. Tel: 01297 624 165 or 07790 452 709.

49,700 miles, Grey Vienna leather trim, 18-inch Monza Shadow alloys with Yokohama Advan tyres, Rear privacy glass, Xenons, rear parking sensors, Winter pack, Storage pack, Dynaudio speakers, RNS 510 head unit with satellite navigation, Multifunction steering wheel, Highline computer, VW Bluetooth, Daytime running lights. £13,500. Contact Simon Burt, Tel: 07442 501 595 E: simonburt@hotmail.com (Solihull, West Midlands)



MK 6 GOLF GTI Black, 5-door. Options include (very rare) Xenon headlights, full leather interior with heated front seats, cruise control and 'Parrot' Bluetooth. Just been serviced, all four alloys recently refurbished, with four new Pirelli tyres fitted. Very good condition throughout and only two owners from new. No accidents, no finance and HPI clear. Full service history, 12 months MoT. £11,990. e-mail: neil_119@hotmail.com or Tel: 07711 000 019 (Based in Newcastle upon Tyne)



SCIROCCO GT 2.0 TSI DSG 2009 2.0-litre turbo petrol engine, 6-speed DSG automatic gearbox. Panoramic roof, truffle leather interior, Dynaudio, 41,000 miles. Sprint blue pearlescent (Audi RS4 exclusive), 19-inch staggered alloys on recent tyres, dual climate control, active chassis control, parking sensors, Jetex stainless-steel exhaust, spacesaver spare wheel, Revo Stage 1 re-map (stock torque 207 lb.ft, Revo 314 lb.ft.) Jetex stainless-steel sports exhaust. Waxoyled, FSH, with last service at 40,000 including plugs and DSG oil change. MoT September 2015. Unique vehicle. £14,950. Tel: 01297 624 165 or 07790 452 709. (Exeter area)



2003 MK 4 GOLF 2.8 V6 4Motion 3-door. Black with full black Recaro leather trim. 117,000 miles, loads of service history with receipts. First registered 02/07/2003, MoT until October 2015. Inspection service carried out September 2014. Many recent new parts, including new brakes all round and new rear callipers last year. Upgraded to 18-inch BBS CHR replica alloys. New rear tyres, and fronts replaced last year so all good tread (Kumho Sport all round) £2,200. Tel: 07811 196 186 (Cardiff)

THE PHAETON BOOK: 138 pages, hard cover, published by VW AG, sent to VW 'luxury' retailers about 10 yrs ago, in fair condition, fascinating for a collector, £20. Satnav disc V7 for RNS510, RNS810, SEAT Mediasystem and Skoda RNS Columbus, sealed, update today for £30. Satnav disc FX V4 for RNS310, SEAT Mediasystem 2.0 and Skoda RNS Amundsen, £30. Up! Messenger bag, contains product launch items from 2011, unused, £10. Contact Martin: Martin.elaine@dsl.pipex.com or Tel: 07958 625 335



1989 MK 2 GOLF GTI 8V 3-door small bumper in Helios blue. In very good condition. Always maintained by specialists (VAG Tech and Auto-Werks) with all invoices and past MoTs dating back to when I purchased the vehicle in 2006. Non-power steering model with manual windows. Includes two keys and original owner's manual. MoT until August 2015. 175,000 miles, though engine had an extensive rebuild at 141,000 (precautionary) including new timing belt, crankshaft and bearings, head gasket, piston rings, stem seals, fan and oil and water pumps. The only non-factory parts are upgraded steel brake hoses, EBC Greenstuff pads and an upgraded Pioneer CD player (USB and Aux inputs) with JBL speakers replacing the factory-fit units (no holes in the parcel shelf). Original 14-inch steel wheels and 15-inch BBS RA alloys (pictured) included in sale, with four recently fitted Yokohama tyres. Bodywork in very good condition with only slight corrosion to the rear boot valance and wiper blank (very common). Interior in great condition, just slight wear to the drivers bolster. Heater blows hot and cold on all three speeds as it should. Requires a new thermostat which means that water temp. doesn't get very hot in this cold weather. The part itself is very cheap (less than £15.00) but due to the system needing to be drained in order to fit I wasn't planning on replacing until the next service (last service at 168,000 included new HT leads, distributor cap and battery) This Golf is a cut above most and I'll be very sad to see it go, but new job means I need to get a more grown-up car. This has been my daily driver for many years and has been faultlessly reliable. PB engine with Digifant injection is set up properly and really goes, stops (...as well as any Mk 2 can!) and corners well. Priced at £1,650, which I think is realistic given its condition and how original it is. Contact: mark.edward.robson@gmail.com or call 07966 481 919 (Milton Keynes, Bucks)



MK 1 GOLF GTI VDO type gauges, comes with wiring loom and sender, very rare item to find. In mint condition, would be ideal for any project. £240. NO OFFERS. Please note buyer must collect, no time wasters. Tel: 07879 215 057 (West Midlands).

VV51 BUG

FOR SALE: Registration held on retention VV51 BUG £400. Tel: 01458 445 891



MK 6 GOLF GTI DSG Owned from new, Sept '09 on a 59 plate and comes with the private reg VW59 GTT. This car has wanted for nothing and has been maintained regardless of cost, kept all receipts of work carried out, which has all been done professionally either by Autotechnica or Ricci Concept in Hull. The only reason I am selling this car is because I have ordered a Mk 7 R. due to be delivered just after Xmas, so the GTI needs to go before then. Factory Extras: Xenons, RNS510 satnav (latest maps) Winter pack, sunroof, reverse camera, heated cloth seats, cruise control. List of Mods: Bilstein B16 Coilovers, OZ Supertourismo 18-inch wheels, Yokohama tyres, VWR 6-pot callipers, Semi-floating Supercopa racing discs, Pagid RS29 pads, S3 rear brakes, R LED tail-lights, BCS Powervalue TB exhaust heat-wrapped, WALK kit, uprated anti-roll bars, bespoke oil cooler kit, front fogs removed and vents fitted, Forge cooler, Forge Twintercooler, water meth injection fed from washer bottle, Revo catch can, Revo racing engine mounts x 3, Revo CAI, Revo Stage 3 re-map, Revo K04 turbo kit, Revo Stage 2 DSG map, Wavetrac diff, Hennessey throttle / discharge pipes, latest chain tensioner installed, running 380-400 bhp. There is prob more that I have forgotten off the list? This car runs and drives 100%. No test pilots please, I am looking for around £15,000 for this so grab yourself a bargain! Call me on 07712 578 906 (Hull, East Yorks)



2006 (56) POLO 1.2 S (64) 5-door. Diamond black. 49,500 genuine miles. One previous owner. MoT to October 2015 (no advisories) FSH, recent major service. Fitted with air-con, electric windows and mirrors, front fogs, alloys. Excellent original condition. Economical. £3,650 or near offer. Tel: 01209 217 513 (Redruth, Cornwall)



2001 (51) POLO MATCH 3-door. Diamond black. 21,000 genuine miles. One lady owner. FSH and MoT to September 2015. Features include air-con, electric windows and mirrors, central locking. In excellent original condition. Always garaged. £1,550 or near offer. Tel: 01209 217 513 (Redruth, Cornwall)



MK 4 GOLF ESTATE S 1.9 TDI PD (100 PS). Reflex silver. Full service history, 3 previous owners. Currently 94,583 miles. Cambelt and water pump, auxiliary belt and coolant flushed and replaced Aug 2012. Four new Kuhmo Winter tyres Jan 2013 - current tread depth 6 mm all round. Front brake discs and pads replaced Feb 2014. Air-con serviced and re-gassed July 2014. Fuel pump and fuel filter replaced. Rear brake discs and pads replaced Nov 2013. Brake fluid changed 2013. Full custom-made boot liner from www.bootliners.co.uk Electric and heated door mirrors. Full Recaro cloth seats in vgc. Multifunction steering wheel. Cruise control. Anti-hijack locking (auto-locks at over 10 mph) Full auto window opening and closing via key fob. Aero front wipers, Mk 5 Golf rear wiper. Genuine VW enthusiast and seller, genuine buyers only please. No canvassers or withheld numbers please. No swaps or part-exchange. Price: £2,500 ono. Contact James on 07976 968 919 or e-mail: forcefoxfive@hotmail.com (Hoddesdon, Hertfordshire)



MK 2 VW SCIROCCO STORM Full leather interior in dark blue - old skool classic. This interior is from early Mk 2 Scirocco Storm model (B-reg). Comes with two headrests, front and rear leather door cards, rear parcel shelf without speakers holes. This interior is in mint condition, no wear on the bolsters. Genuine factory item, they don't make them like this any more! Very rare item to find in this condition. Please note, no offers or no time-wasters apply, serious enquiries only. Buyer collects. £790. Tel: 07867 840 819 (West Midlands)



GENUINE VW IMOLA 16-inch alloy wheels and Evergreen tyres. Complete with centre caps, no major marks, overall good condition. Tyres have 3 and 6 mm tread front to back. £210 collected from West Cumbria, £250 by courier. Contact Stuart 07731 354 881.

GREAT DEALS on all VW Fitments

- TYRES
- WHEELS
- BRAKES
- ALIGNMENT

BRANCHES at:

EDGWARE 0208 952 8088
LUTON 01582 561 389
COULSDON 0208 645 2700
GUILDFORD 01483 533 584

Over 90,000 Tyres in stock!

From Performance, 4x4 and Economy,
to all VW approved 'OE' fitment
tyres all at **DISCOUNT PRICES!**

OPEN Mon-Fri 8am-6pm Sat 8am-5pm

www.tyrecity.co.uk

BROMSGROVE 01527 878 460
REDDITCH 01527 528 090
LICHFIELD 01543 253 675
HALESOWEN 0121 5595 093

COVENTRY Foleshill Rd 02476 220 731
COVENTRY Humber Rd 02476 457 118
WOLVERHAMPTON 01902 313 393
KIDDERMINSTER 01562 829 753

TYRECITY
:: LOW PRICES • FAST FITTING ::

MOTORAIL TO ITALY, SLOVENIA & BEYOND! - TEL: 01253 59 55 55

EARLY BOOKING OFFERS. DISCOUNTED DATES IN 2014
PRICES SAME OR LESS THAN 2013!

- FREE Motorail on selected dates.
- Choice of sleepers.
- Restaurant cars.

Railsavers

SPECIAL RATES
AVAILABLE
CALL FOR INFO



Visit us at: www.railsavers.com | Email us on: sales@railsavers.com



GOLF/TOURAN 15-inch Genuine Misano alloy wheels with 195/65 R15 T Winter tyres. The alloys are in decent condition, a few marks but no major damage to any of them. They were fitted on my 2007 Touran, and should fit all Mk 5 and Mk 6 Golfs and other VW Group cars, I believe they can also fit Passat. If you need any specific details on the alloys or the tyres just contact me. The wheels are 6.5 x 15-inch, 5 x 112 mm PCD. They come fitted with four tyres (Continental TS850 - winner of the *Auto Express* Winter tyre test) and have a decent amount of tread, two with 11 mm (only a few hundred miles from new) and two with 3 to 4 mm. Additional pictures can be provided. The reason for sale is that I have fitted 312 mm brakes, so now need 16-inch alloys and tyres. £140.00. Prefer collection, but can be delivered via courier at the buyer's expense, or I will travel a short distance to meet or deliver. Location is Crawley, West Sussex. Tel: 01293 437 535 (answerphone, so leave a message if I am not there) or e-mail: andrew@thecornerhouse.net



SET OF FOUR BBS CH-style replica alloys 8.0J x 18-inch 5 x 100 mm PCD fitment ET 35 mm. Fitted with Michelin Pilot Sport 3 tyres, all around 3 mm tread. The wheels have some kerb rash and could probably do with a refurb, but they still look great as they are. Looking for £300 - collection preferred (Stoke on Trent area). Call 07900 815 127.

M17 BUG

FOR SALE: Registration plate [M17 BUG] Offers above £1525 to reg@brianbeales.co.uk

5391 VW

FOR SALE: Private plate [5391 VW] Open to sensible offers. Tel: 07812 948 858



2014/14 MK 7 GOLF R TSI 6-speed manual, my own car as seen in *Volkswagen Driver* magazine April and October issues, 7,200 miles, mostly over three European trips. Two oil changes. Nice spec with satnav, heated leather, 19-inch alloys, DCC adaptive chassis control, rear camera. Plus 3M protection film. Beat the wait... £30,999. See www.volkswizard.co.uk Contact Andrew Chapple, Tel: 01564 330 495 or e-mail: andrew@volkswizard.co.uk (Birmingham)

TWO 235/35 ZR 19 Continental ContiSportContact 3s, brand-new, £180 (collect only - Surrey, near M25 J8). Tel: 07850 654 911.



J8TTA NUMBER PLATE on retention, ideal for all Jetta owners. £2,500. Tel: 07901 741 418 or e-mail welderoneuk@aol.com

M&M AUTO ENGINEERS

VW & AUDI
AWARD-WINNING MECHANIC
Mechanical, electrical,
servicing and repairs
Very competitive rates

SALISBURY

01722 710467

www.mmautos.co.uk

**SPECIALISTS
IN KENT FOR
NEW & USED
VW & AUDI
PARTS**

MAIL ORDER AVAILABLE
Blackman Motors
Biddenden, Kent

T: 01580 291 146

E: blackman.motors@tiscali.co.uk

Opening hours: Mon - Fri, 9 am - 4 pm

You can post your classified ad to us using the form or
you can email it to us at the classified email address:

classified@autometrix.co.uk



TDISport.com

Diesel Car Owners Club
For All Makes And Models

- Free Membership • Online Forum
- Great Discounts • Merchandise
- Car Gallery

 @TDISport www.TDISport.com

PARTS DEPOT
www.parts-depot.co.uk

Volkswagen
Audi
SEAT
Skoda

Accessories,
Alloy wheels,
Audio, Mats,
Merchandise

Where genuine parts cost up to 75% less than RRP!

www.parts-depot.co.uk

Visit our website and follow the link to our eBay shop
<http://stores.ebay.co.uk/Discounted-Genuine-VW-Audi-Parts>



INTERESTED IN AUDI?

CHECK OUT OUR SISTER TITLE **Audi DRIVER** FOR THE LATEST NEWS, ROAD TESTS, TECH ARTICLES, MODIFIED CARS AND AUDI SPORT.

SPECIAL JOINT SUBSCRIPTION RATES AVAILABLE. CALL FOR DETAILS:

01525 750 500 mail@autometrix.co.uk



NEXT MONTH...

FEB ISSUE ON SALE WED JAN 14



We'll be featuring an MTM-modified Golf R, road-testing the new Scirocco 2.0 GT TDI (150) DSG, reviewing the Golf SV range, and finally catching up with a trio of track cars prepared by Volkswagen Racing. Plus a running report on a Mk 7 Golf TDI 150, an update on our own Mk 4 Golf V6 4Motion and a mildly modified Mk 2 Jetta, and a look behind the scenes with the Volkswagen WRC Rally service crew, among many other top quality features, plus the latest news and views and pages of classified ads for cars and parts for sale...

Contents may be subject to change at Editor's discretion

Specialist technicians. Genuine parts. No. 1 Customer Service.

When you are looking for a Volkswagen retrofit specialist
there is only one really worth your attention.

Contact us on 0808 222 0000, or visit
www.satnavsystems.com

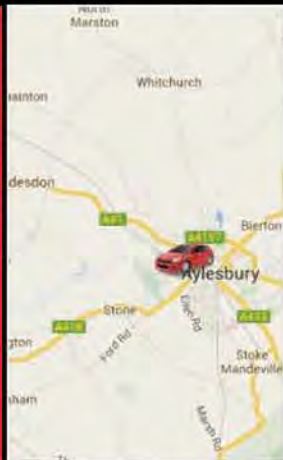


VISIT OUR NEW WEBSITE RICHTERSPORT.CO.UK

Cruise Control



Vehicle Tracking



Navigation



DAB & Digital TV



iPod Adapters & CD Changers



Folding Mirrors



Armrests & Storage



Lighting Upgrades



Parking Aids & Cameras



Rear Seat Entertainment



Towbars & Bike Racks



Bluetooth Phone Kits



RICHTER SPORT LTD
UNIT 17 AVANT BUSINESS CENTRE
23 DENBIGH ROAD
BLETCHLEY
MILTON KEYNES
MK1 1DT