

Volkswagen CC Delivers Affordable Luxury

by Ian Lynas

AFFORDABLE luxury is perhaps something of a rarity in this age; however Volkswagen has a model that offers just that, the CC. Volkswagen CC. Many may recall that this elegant car was introduced in 2008 as the Passat CC, but time does not stand still and in 2010 it was redesigned and emerged simply as the CC, a model in its own right.

Two trim levels are offered, CC and CC GT and all have a high level of standard specification, which includes RNS 315 touch screen satellite navigation system, DAB digital radio, iPod and Bluetooth connectivity, 2Zone climate control, 17 inch alloy wheels, bi-xenon headlights and a battery regeneration system.

In keeping with the rest of the VW family the CC comes with an array of safety features, driver alert system, ESP electronic stabilisation programme and four-way adjustable front head restraints to reduce the risk of whiplash injuries. The GT delivers even more, full Nappa leather upholstery with heated front seats, three-mode adaptive chassis control, cruise control, front and rear parking sensors, new design 18 inch alloy wheels, front fog lights and heat



insulating tinted glass from the B-pillar back.

Of course you can further add to the CC with a number of options, High Beam Assist, which automatically controls dipping of the headlights; Side Assist, which monitors the vehicle's blind spot; Lane Assist and Automatic Distance Control with City Emergency Braking function; a rear-view camera; front climate seats with massage function; and an electrically deployed tow bar.

VW always serves up a good menu of engines, both petrol and diesel. The line up, 1.8 litre TSI 160PS and 2.0 litre TSI 210 PS petrol engines; and a 2.0 litre TDI common rail diesel with either 140 or 170PS.

All models with 170PS on tap or more also now get a standard XDS differential, an electronic cross-axle traction control system for improved traction and handling.

My test example was powered by a two litre diesel engine allied to a slick six speed manual transmission.

Taking into account the size of the CC, a few did seem startled when I told them that the engine was a two litre. However I had no complaints, this well proven unit was well up to the task as it delivers decent performance and good economy.

I was surprised to discover that the boot was a very acceptable size, 452 litres and there is a full size spare wheel. Adding to the practical nature of the CC, the rear seats

fold 60:40 in order to cater for larger loads.

Like the exterior, the interior maintains a distinctively sporty feel the highest levels of driver and passenger comfort thanks to a spacious cabin which offers room for five adults with ample leg and head room.

As my test car featured a diesel engine then I will major on this unit. With 140PS power, rest to 62mph in 9.8 seconds with a top speed of 133mph and a possible 60.1mpg with the manual transmission.

The more powerful 170PS can whisk you from rest to 62mph in 8.6 seconds and on to a top speed of 141mph and still manage 57.6mpg with the manual transmission.

I must add the CC is also available with the seven speed DSG transmission.

Insurance groupings range from 24E to 26E and summing up a good all rounder which offers much more than its competitors.