

# VOLKSWAGEN GOLF SV 1.6 TDI

By Jim Mc Cauley

For some it may be a halfway solution between a hatchback and MPV, but for those who hanker after a Golf but would like more room for whatever reason, then the SV variant of the ultimate driver's car will fit the bill. The Golf SV is the third variant in the current model's line-up and follows the latest corporate moulding with the wide grille running out to touch the slim headlight units with



neatly sculptured detailing below the bumper unit.

With a choice of petrol and diesel engines, the test vehicle was powered by the smaller of the two compression units – the 1.6 litre turbo diesel. This 110 PS unit drives through a 5-speed manual gearbox and takes the vehicle from rest to 62 mph in 11.3 seconds with the potential to top 119 mph. A torque value of 250 Nm from 1500 to 3000 rpm provides good in-gear flexibility and the Golf SV paces itself well on the open road.

Riding on the underpinnings of the Mk VII hatchback, ride and handling are virtually on par, with good roll compensation for the higher bodyshell (126 mm), while overall refinement is maintained across the rev range. This particular car rode on 16-inch 205x55 Michelin green tyres.

In SE trim, the model also featured Driver Profile Selection, which offers four programs to allow the driver to match the car settings to a preferred driving style. Selecting from Eco, Sport, Normal and Individual, each mode alters the throttle mapping and engine management settings. A fifth profile is offered on cars with the optional Dynamic Chassis Control.

But the purpose of the vehicle is to offer a solution that provides more interior space than the standard hatchback but is more compact than the estate. Maintaining 5-seater accommodation, the sliding rear seat provides a



balance of passenger and luggage space, increasing leg room when moved back or upping the cargo capacity from 500 to 590 litres when in the forward position.

Unlike the more modern interiors of competitive models from Ford and Citroen, the interior of the Golf SV is simple and practical, suggesting the work of an engineer rather than a dedicated design



department. A traditional twin dial pod presents the main driver information while a central 5.8 inch colour touch screen provides the control panel for the infotainment elements. These controls are duplicated on the steering wheel spokes but leave it rather heavily laden with function switches.

In addition to the flexibility offered by the moveable rear seat, passengers enjoy manual air conditioning, all-round electric windows, Bluetooth connectivity and front and rear courtesy lights. The car is also well catered for

in terms of safety provision with a long list of active safety measures that include Electronic Stability Program, and Electronic Differential Lock.

Also standard on this model is Adaptive Cruise Control that includes a radar sensor-controlled distance monitoring system with City Emergency Braking, while passive safety items include a driver's knee airbag in addition to the full complement of front, side and curtain units.

Overall, the Golf SV offers near-on hatchback dynamics with a lot more room, but at a £1,200 premium that takes it beyond the price of the comparable estate.

On the economy front, the Golf SV tested with the 110 PS 1.6 litre turbo diesel has an official combined fuel consumption of 72.4 mpg, against an actual figure of 50 mpg over a week's driving on Northern Ireland roads – an acceptable 69% of the official figure. The car is priced at £22,585 and with a CO2 rating of 101 gms/km is in Band B for annual car tax. The model is in insurance group 11E and is covered by the company's 3-year / 60,000 mile warranty.