

TIMES UNION CAR SHOW

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HOTOS @ DAN LYONS, 2015 ---

TEST DRIVE

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Raised and Ruggedized 2017 Volkswagen Golf Alltrack

DAN LYONS | text and photos Special to the Times Union

ur test drive this week is based on an existing model, and targets an expanding market. The Volkswagen Golf Alltrack looks to attract two key elements of the crossover segment: outdoor actives and Snowbelt dwellers. Building on their sporty station wagon, Alltrack is SportWagen, raised and ruggedized.

The four-model Golf SportWagen lineup for 2017 includes one with 4Motion — VW's all-wheel-drive system. Alltrack picks up where that model leaves off. All three trim levels share a fifth generation, 4Motion chassis, along with a slightly raised (.6 inch) ride

2017 Volkswagen Golf Alltrack MSRP: \$26,950 · As Tested: \$32,195

height. Minimalist body cladding, redesigned bumpers, fog lights and model-specific rims set the new VW apart visually from its wagon siblings, along with silver side mirrors and roof rails.

At introduction, Alltrack will have one engine offering and one transmission, and one of those facts will change soon. The motor is VW's 1.8L turbo four. The direct injection four makes 170 horsepower @ 4,500 r.p.m., and 199 lb.- ft. of torque @ 1,600 r.p.m. When Alltrack goes on sale in October, the 1.8L will only be available with VW's six-speed automatic transmission. It's standard on all, top-level SELs (MSRP: \$32,890), and an \$1,100 option on S (\$26,950) and SE (\$30,530).





Based on the Volkswagen SportWagen, the 2017 Golf Alltrack is raised and ruggedized for rugged outdoorsy people and those who just want to tackle snow. VW's 1.8L turbo four (left) provides the power, but more engines will follow.

A six-speed manual will join the lineup as the standard transmission on S/SE starting in early 2017. EPA fuel economy is estimated at 22 mpg's city and 30 highway with the DSG automatic.

I've driven VW's 1.8L and 2.0L turbo fours in a wide variety of platforms. I like them for their combination of responsiveness and efficiency. Here, the 1.8L is quick off the dime, quiet and seemingly unstressed at speed. I've driven the mechanically comparable SportWagen with a stick and, as always, enjoyed the added level of driver involvement that comes along with do-it-yourself shifting. For that reason, the manual might be worth the wait. However, if you don't fancy

It feels like a German sport sedan, with the bonus of added cargo room, and winter-friendly all-wheel-drive.

three-pedal driving, the dual clutch automatic is a fine choice. Paddle shifters and a manual mode are there for the talking when you want to do your own shifting; full automatic has you covered when you

don't.

Inside, the standard, SportWagen cabin is tweaked with V-Tex leatherette upholstery, heated front seats, washer nozzles and side mirrors, and a leather-wrapped, multifunction wheel. While some in this segment have more flash in their dash and

interior designs, Alltrack's cabin departs from the subdued, status quo of most German cars. The beige and black combo in my test car (one of four color choices) brightened the

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