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## BEETLE GETS A BOOST VOLKSWAGEN PUTS A TURBOCHARGED ENGINE IN IT'S NEWEST BUG

Kenn Peters Staff writer

Here are a few general impressions of the Volkswagen Beetle Turbo S.

This thing is quick. It rides pretty well, even with 17-inch wheels and tires and it has a ton of room inside. A couple things haven't changed since the new Beetle was introduced a few years ago, like the interior room, which is in spades and the high fun quotient.

What has changed is the blistering power never before associated with the Beetle.

The Beetle is endowed with VW's proven 1.9-liter, 115-horsepower 4-cylinder engine, which is good enough for most buyers.

But VW says 60 percent of its buyers are women, and while that's not a bad thing, VW is interested in selling Beetles to more men.

To entice men into the fold, VW upped the ante with a 1.8-liter, 150-horsepower turbo 4.

That improved things a lot but it still didn't work the intended magic. So this time VW has gone all out and installed the trusty 1.8-liter, 180-horsepower, 20-valve turbo 4-cylinder.

Getting the power to the wheels is a slippery shifting 6-speed transmission. It calls the model the Beetle Turbo S.

What a difference a motor makes.

While the Beetle with the 115-horsepower engine can be described as spirited, the Beetle with the Turbo S can be described as seriously powerful.

Because this is a Turbo S the interior has been gussied up a little bit. The seats are leather with contrasting color center pieces and they're heated.

There are a few subtle touches in the interior such as accent pieces that look like metal, stainless foot pedals that have holes in them, and of course there's VW's steering wheel, which is among the best two or three in the business. Forget about VW's signature blue gauges. The Turbo S gets white-on-black.

On the outside there are fog lights, a Turbo S badge and a spoiler at the top of the hatch that automatically deploys at 45 miles an hour. When the car comes to a stop the spoiler retracts.

All of this adds up to a Beetle that's hard to resist because of its cool look, comfortable environment and fun transmission.

The turbocharged power comes on quickly without any lag and without too much torque steer, or the natural inclination for the car to pull to one side during hard acceleration.

The 6-speed standard is as smooth as silk and is fun to use, unlike some standard transmissions that are a hassle.

Kenn Peters' Road Test appears Sunday in The Post-Standard. You can reach him by e-mail at [business@syracuse.com](mailto:business@syracuse.com) or by phone at (315) 470-2244.

#### Beetle Turbo S

Base price: \$23,400

Destination: \$550

Final price: \$23,950

Mileage: 23 city/30 highway

Wheelbase: 98.7 inches

Length: 161.1 inches

Weight: 2,834 pounds

Standard: 1.8-liter, 180-hp, turbocharged engine; 4-wheel disc brakes; 17-inch alloy wheels; speed activated rear spoiler; electronic stabilization program; anti-lock brakes; fog lamps; dual and side air bags; Immobilizer III theft deterrent system; power windows, mirrors, locking; Monsoon AM/FM with cassette, 8 speakers; air conditioning; cruise control; tilt and telescopic wheel, glass sunroof, remote entry, anti-theft system for vehicle and radio, roadside assistance

Options: None

Illustration: PHOTO

Courtesy of Volkswagen

THE BEETLE from Volkswagen is a unique car. VW has added a turbocharged engine to its newest bug. Color

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