

## The New VW Beetle Cabriolet

There are cars that have a seemingly everlasting quality and such is the Volkswagen Beetle and did you know that when the original was launched in 1938, it was known simply as 'the Volkswagen', quickly acquiring a raft of nicknames from across the

world. Now after all those years 21.5 million have been sold.



The Beetle story continues with the new Cabriolet and it is a far cry from the original launched in 1949 and continued with the New Beetle Cabriolet of 2002. In creating the latest model to market Volkswagen has reinterpreted its timeless design, creating a silhouette that is at once instantly recognisable and yet sportier and more dynamic.

In every aspect this latest model is larger and has more masculine appeal than ever. The improved dimensions add visual dynamism and road presence, and have a direct benefit on interior and luggage space. The boot is 24 litres larger than that in the previous model, while the rear seat bench can also be folded.

The windscreen is also moved rearward, modifying the contours of the roof and creating 12 mm more headroom in the rear. The multi-layer hood with glass rear screen folds automatically in just 9.5 seconds and this can be operated while driving at up to 31 mph and can be raised in eleven seconds. A tonneau is provided to cover the roof when folded.

There is an excellent choice of engines, all direct injection, four cylinder turbocharged. Three petrol, 1.2 litre TSI 105PS, 1.4 litre TSI 160PS and two litre TSI 210PS. Completing the line-up two diesels, a 1.6 litre TDI 105PS BlueMotion and a two litre TDI 140PS.

Gearbox choice five or six speed manual and the famed six or seven speed DSGs.





In order to get a flavour of the latest Beetle soft top I took the wheel of a 60s White Edition with the impressive 160PS petrol engine and I must say I was impressed on two fronts, performance and improved cabin space.

Lively best describes the performance offered by this model, rest to 62mph in 8.6 seconds and where legal onto a top speed of 128mph and despite this it is possible according to Volkswagen figures to achieve just over 41mpg. I was surprised that the emission figure being high – 158g/km.

With a car costing just proud of £26,000 you get one which is well equipped with a high level of safety equipment. Of course there are a number of options available and my test car came with the RNS 315 touch screen nav/radio system with a dash mounted MP3 compatible CD player with eight speakers, SD card reader and AUX-in socket for connection to an external multimedia source (£305) and a useful wind deflector at £275.

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