



VW NEW BEETLE (with Tuning Version)

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Die Anfang der 90er Jahre entwickelte Designstudie "Concept 1" wurde 1994 auf der Motorshow in Detroit vorgestellt. Im März 1998 erfolgte die Auslieferung des Serienfahrzeugs in den USA, seit Herbst des gleichen Jahres wird er mit nicht minder positiven Ergebnissen in Europa verkauft. Nur noch äußerlich gleicht der 4092 mm lange Beetle seinem Urahn, dem VW Käfer. Seine Silhouette prägt die moderne Form, die vortrefflich das harmonische Zusammenspiel von sanften Linien und ansprechenden Wölbungen zum Ausdruck bringt. Das ansprechende Design setzt sich in den eingelassenen Front- und Heckleuchten fort, auch das Interieur wartet mit hochwertigen Kunststoffen und Textilien auf. Der New Beetle verfügt über Frontantrieb und einen Vierzylinder-Motor, der wahlweise als Benzinmotor mit 115 PS oder Turbodieselmotor mit 90 PS bestellt werden kann.

Die solide Bauweise, das originelle Design, modernste Technik und exzellente Qualität beschert dem New Beetle eine große Anhängerschaft und ließ ihn sehr schnell zu einem der populärsten modernen Autos auf der Straße werden. So ist es nur natürlich, dass sich auch die Tuning Szene für den Wagen interessiert, die sich in den letzten Jahren, insbesondere in den USA, zusehends dem Bereich Sport Compact widmet. Eine Vielzahl an New Beetles bekamen die komplette Tunerausstattung, nachdem sie beim VW Händler vom Hof gerollt waren. Die einzigartige Karosseriegestaltung des New Beetle ist geradezu prädestiniert für Änderungen, und viele moderne Firmen des Zubehörmarktes produzieren eine ganze Palette von hochtechnischen Motorzusatzteilen, ändern die Räder nach Kundenwunsch, verbessern die Aufhängung, liefern Karosseriebausätze und verkleiden Teile, die speziell für den neuen Beetle gemacht wurden.

Der Revell Bausatz kann - laut Bauanleitung oder wie gewünscht - wahlweise als Tuning Ausführung mit entsprechenden Teilen wie niedrigerer Radaufhängung, Seitenschwellern, Front- und Heckspoiler, Metalauspuffrohrspitze und entsprechendem Abziehbild oder als normales Serienfahrzeug gebaut werden.

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The Concept I design study developed at the beginning of the nineties was exhibited in 1994 at the Detroit Motor Show. In March 1998 production cars were delivered in the USA and from the autumn of the same year it was sold in Europe with no less positive results. The 4.09 m long Beetle bears only an external resemblance to its predecessor the VW Beetle. Its silhouette is characterised by a modern form that harmoniously coordinates the interplay of soft lines with pleasant curves. This attractive design is carried through into the inset front and rear lights and the interior with its quality synthetics and fabrics. The New Beetle has front-wheel drive and a 4-cylinder engine, that can be ordered as a 115 hp petrol engine or a 90 hp turbodiesel.

The robust construction, original design, latest technology and excellent quality of the New Beetle attracted a great following and it very quickly became one of the most popular modern cars on the road. So it is only natural that the tuning scene should show an interest in this car that, over the past few years, particularly in the USA, has come to the fore in the sports compact class. A great number of New Beetles were given the complete tuner kit, after they rolled off the premises of the VW dealers. The unique body-shape of the New Beetle is practically predestined for alterations and many modern accessory manufacturers produce a whole range of high-tech add-ons. They alter the wheels to customer requirements, improve the suspension, supply body kits and trim parts that are specially made for the New Beetle. The Revell model kit can be built in accordance with the instructions or as the tuner version with optional parts such as low wheel suspension, side sills, front and rear spoilers, metal exhaust pipe ends and appropriate decals or as the standard production model.

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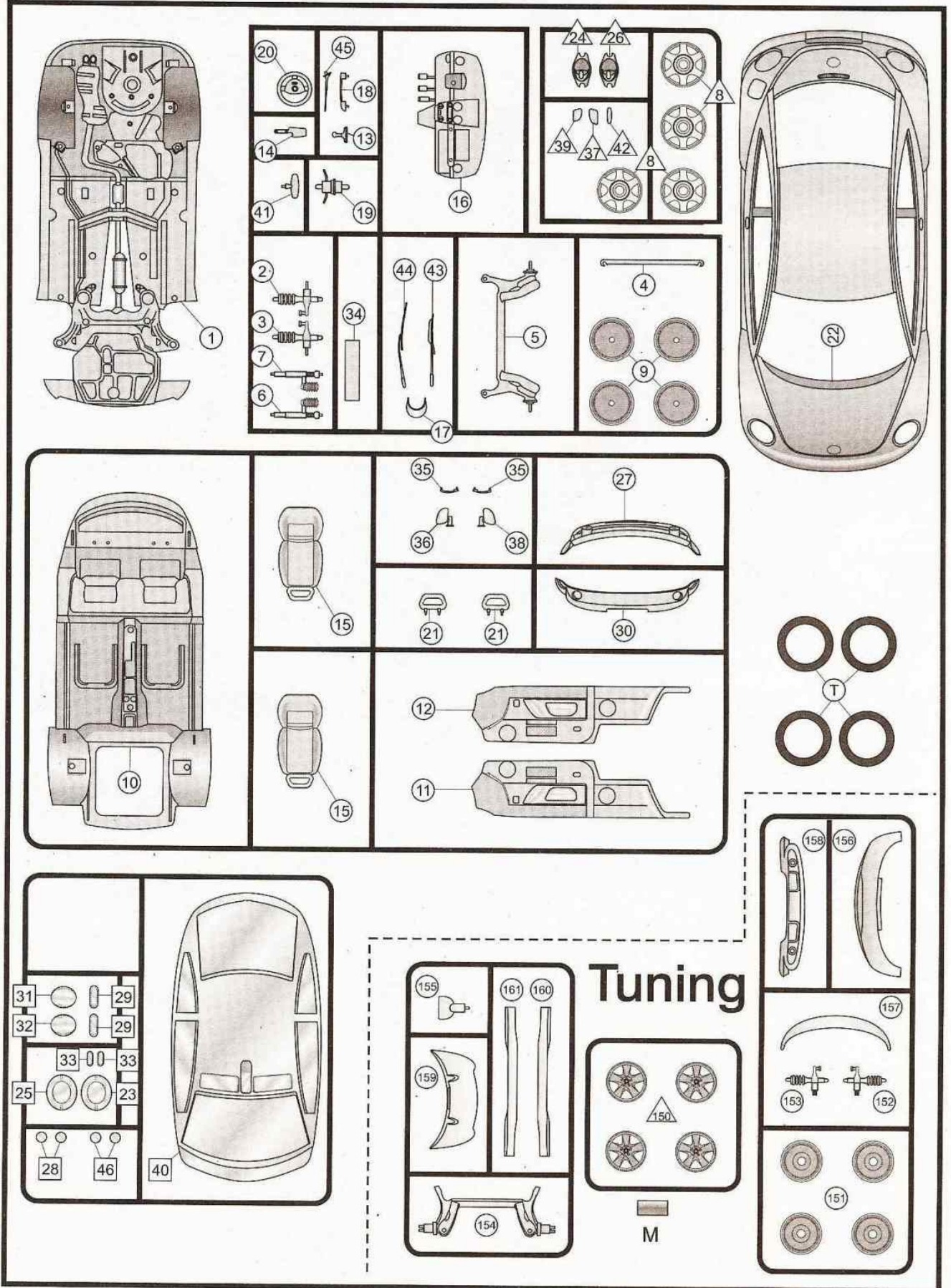
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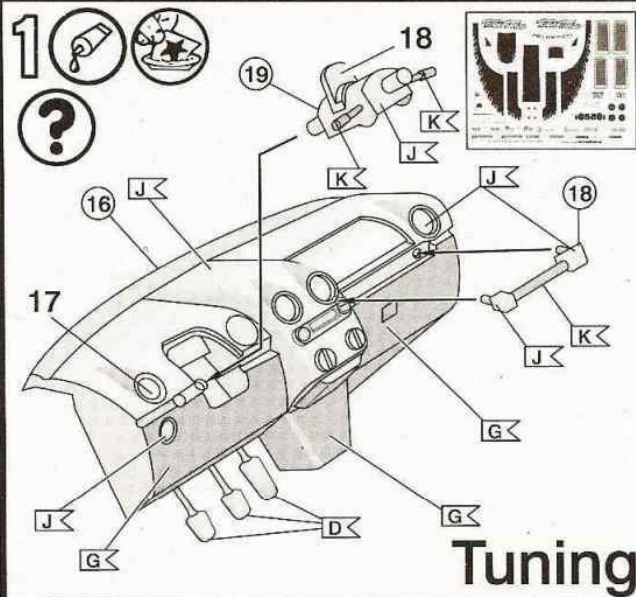
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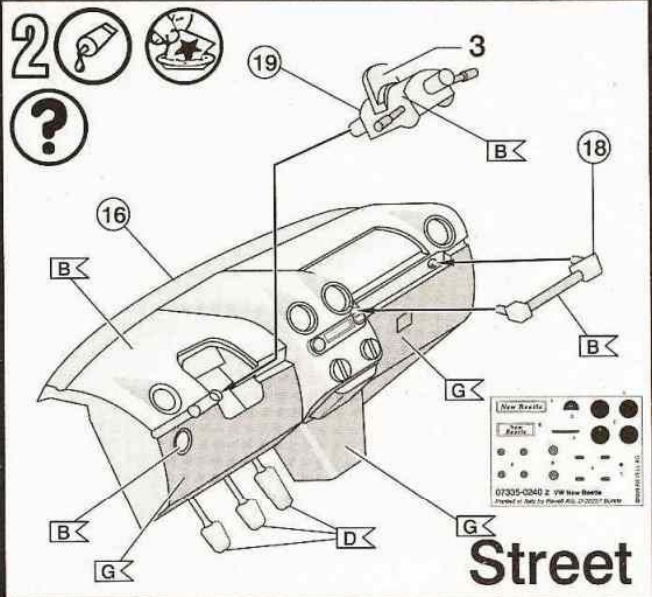
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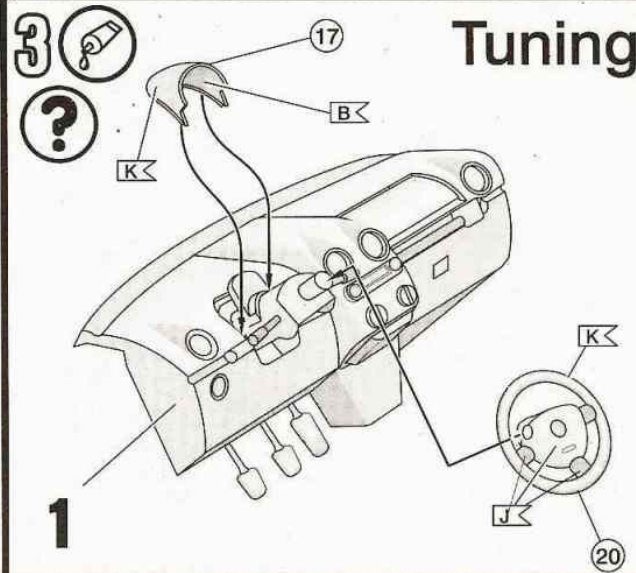




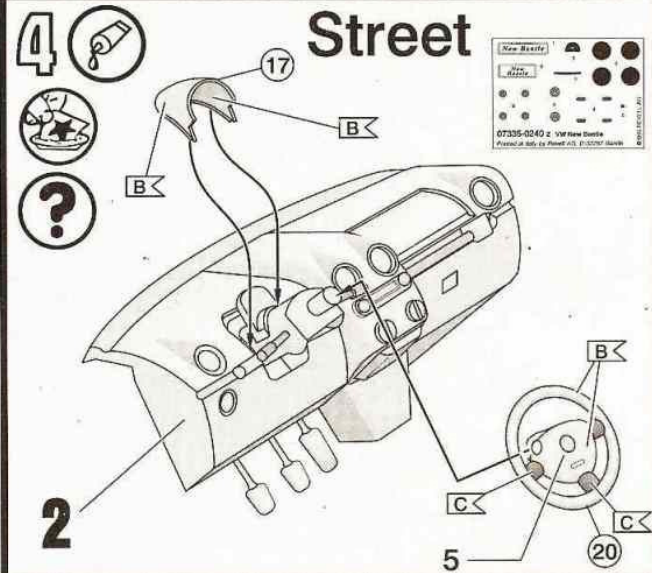
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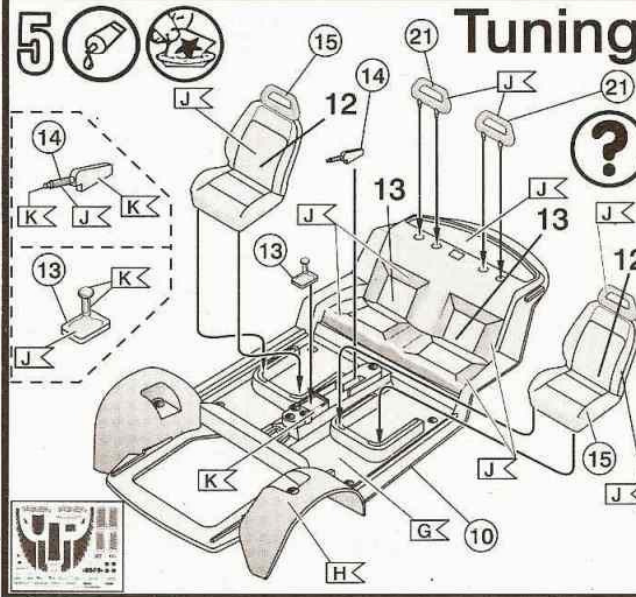
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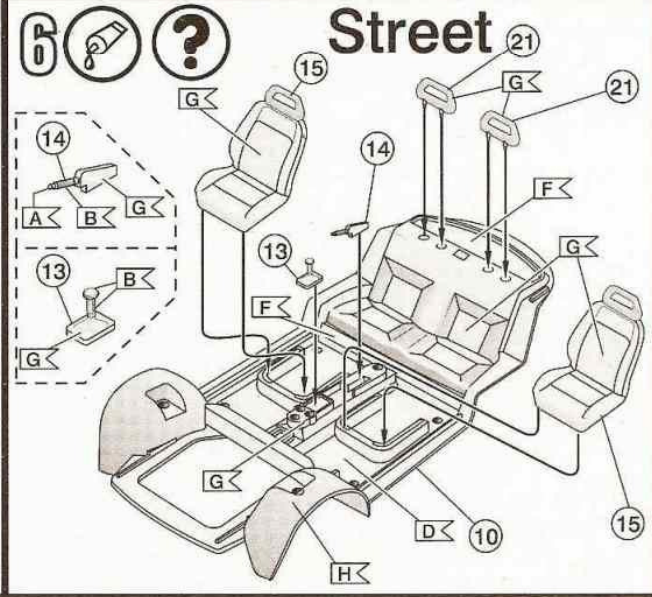
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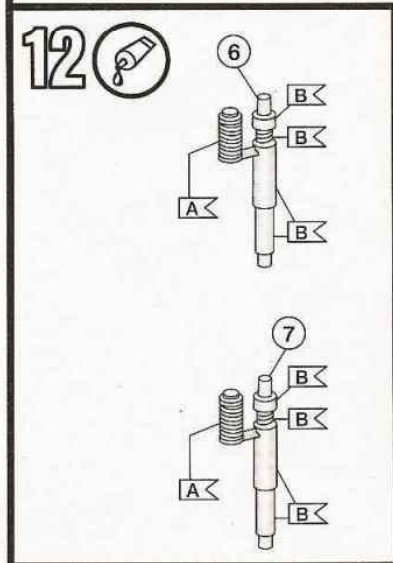
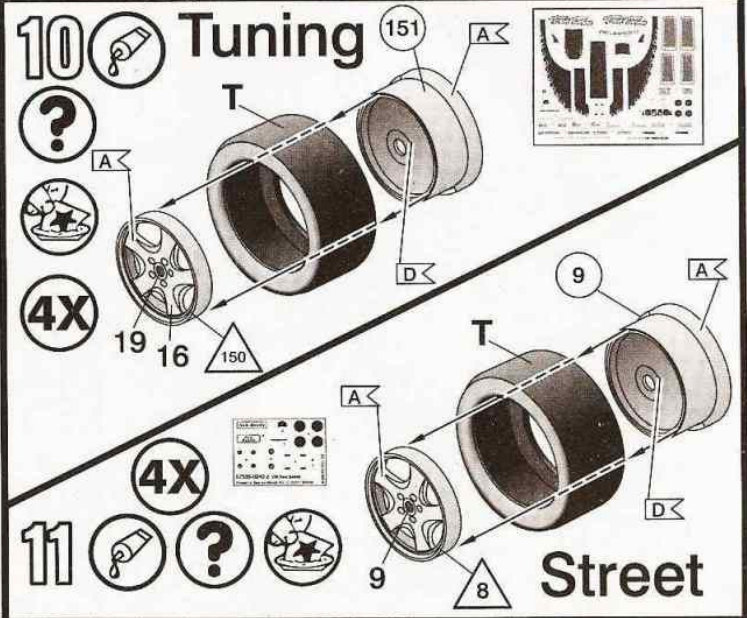
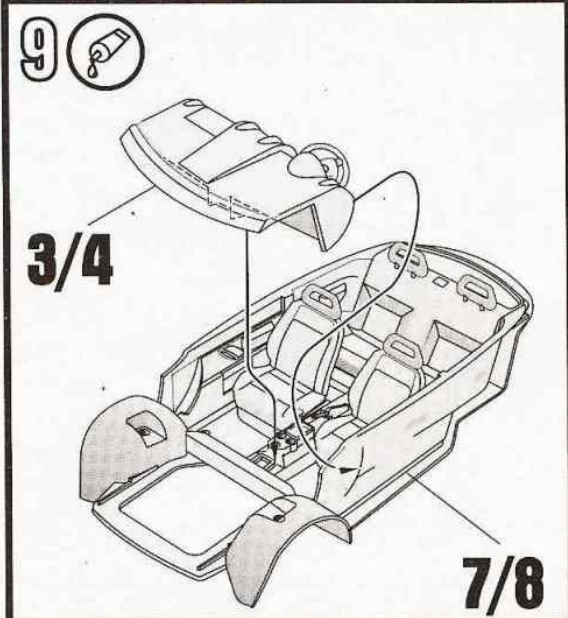
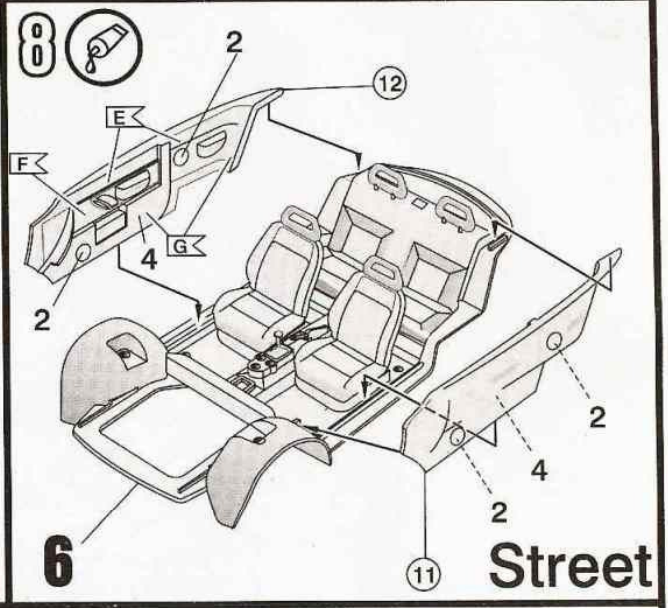
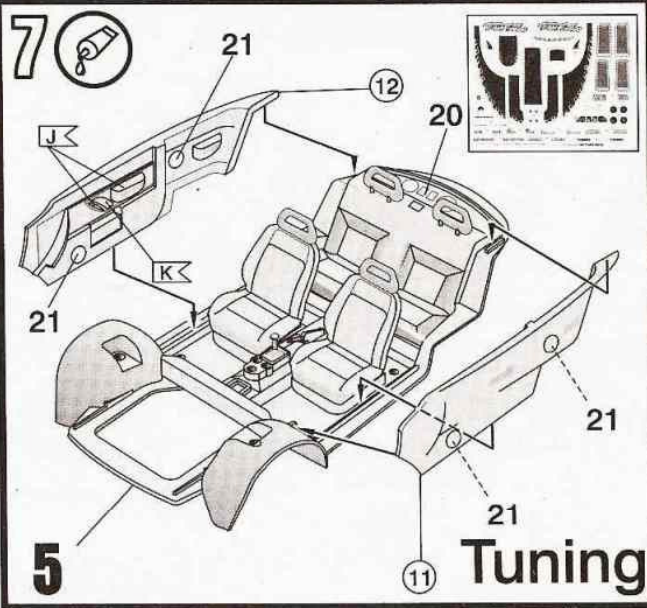
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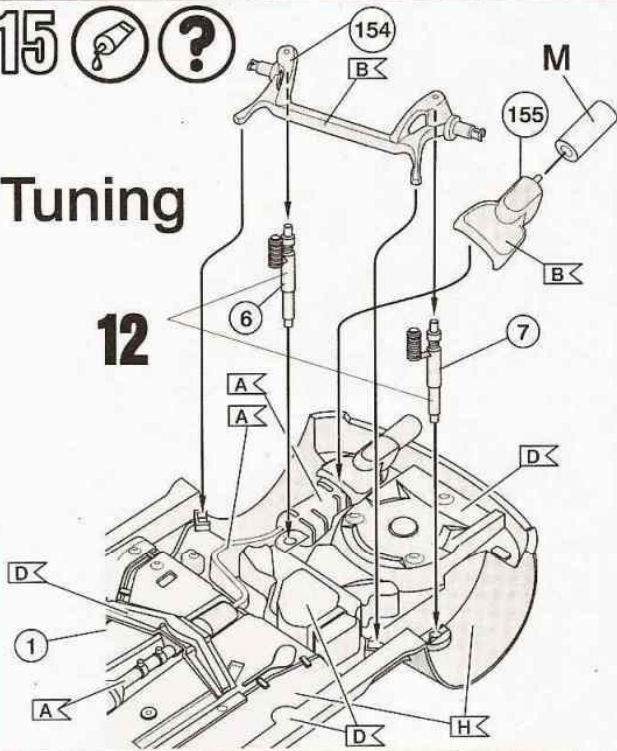


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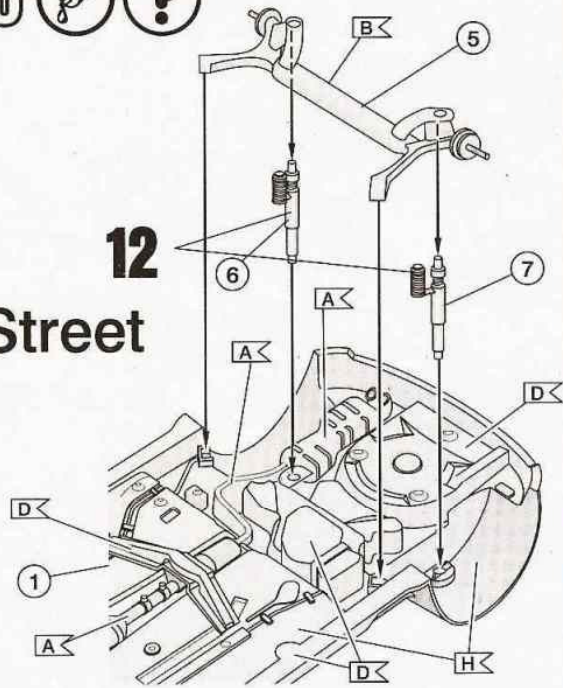
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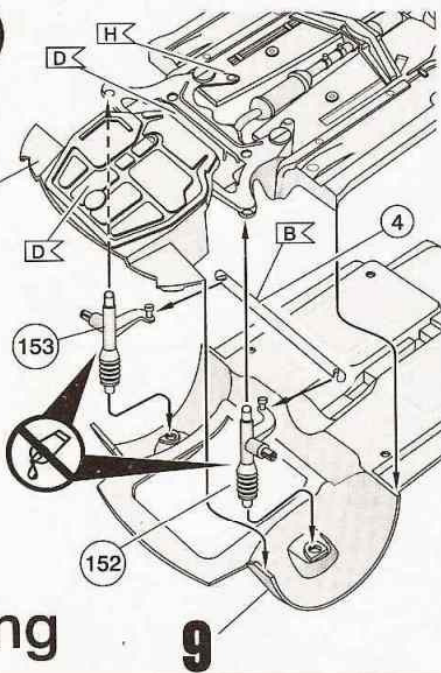
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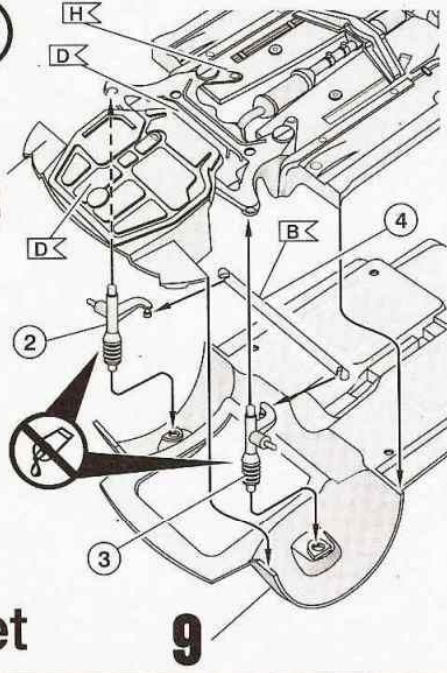
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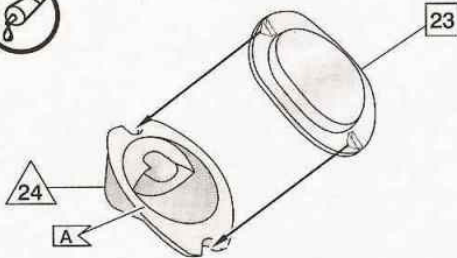
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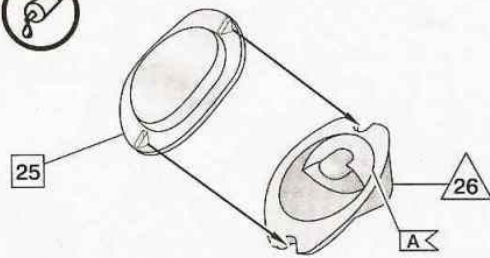
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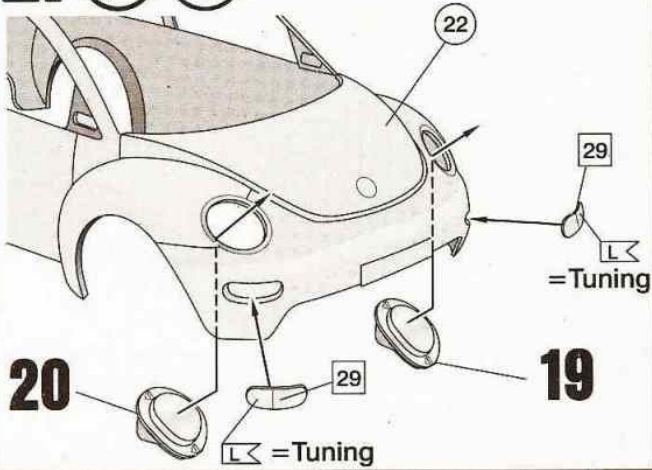
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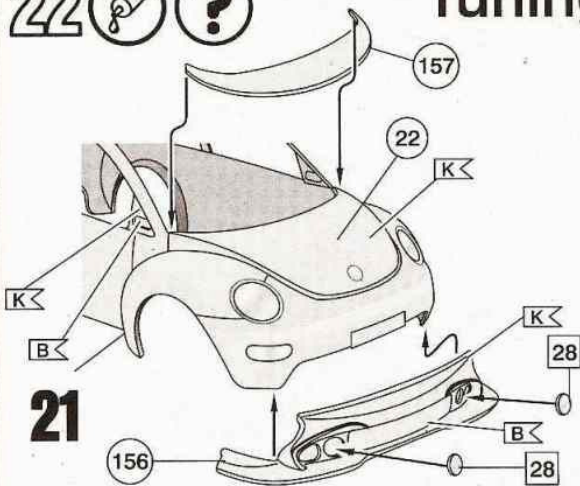


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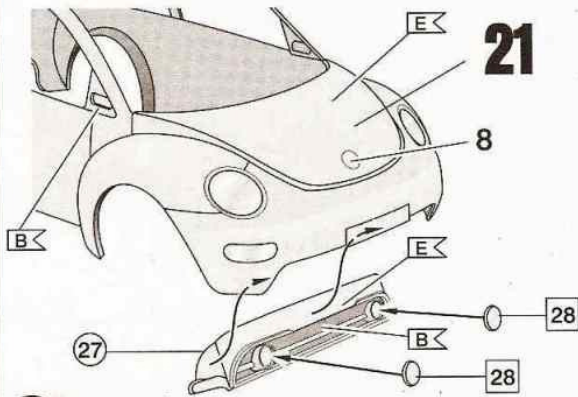


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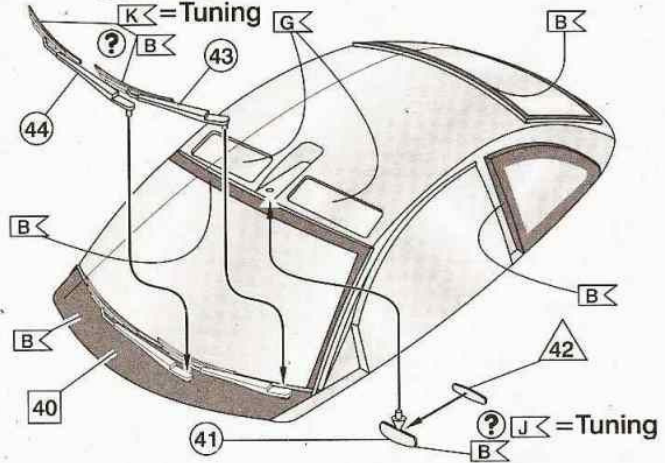


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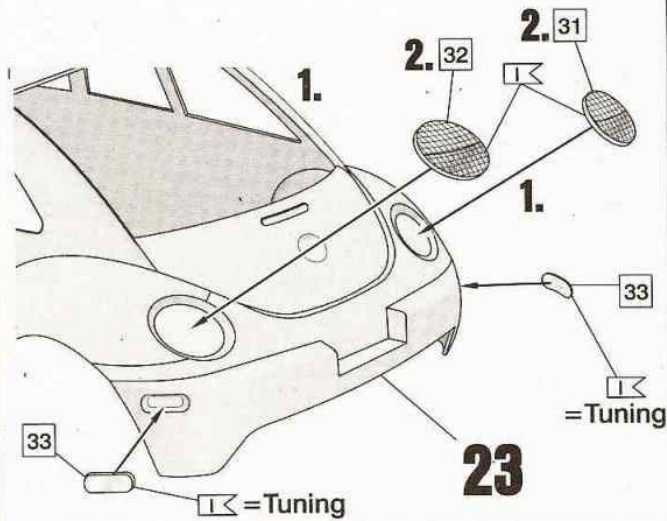


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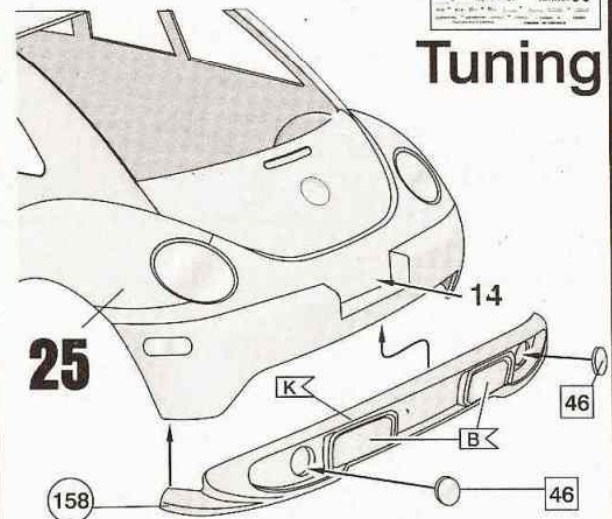
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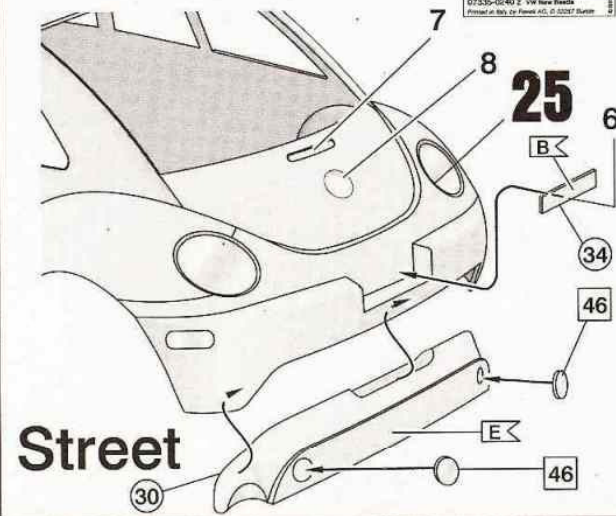
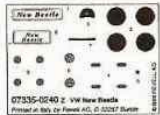
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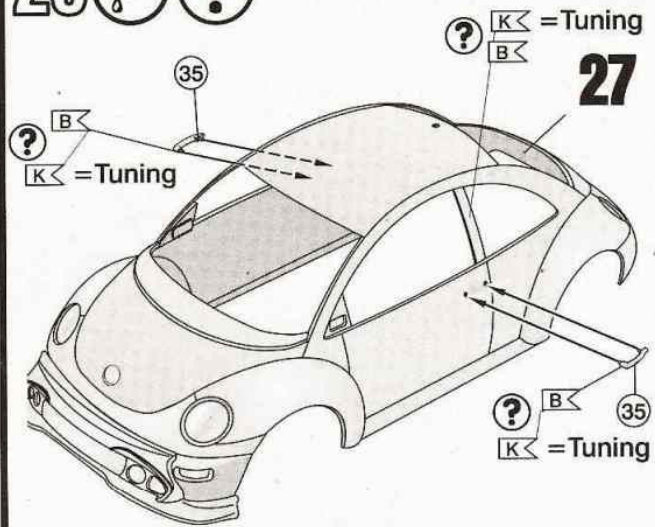
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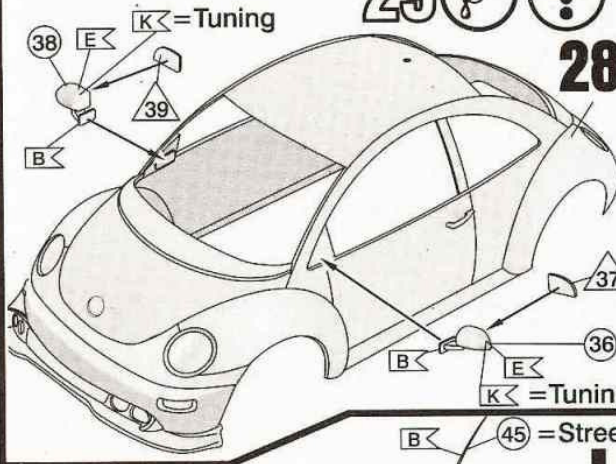
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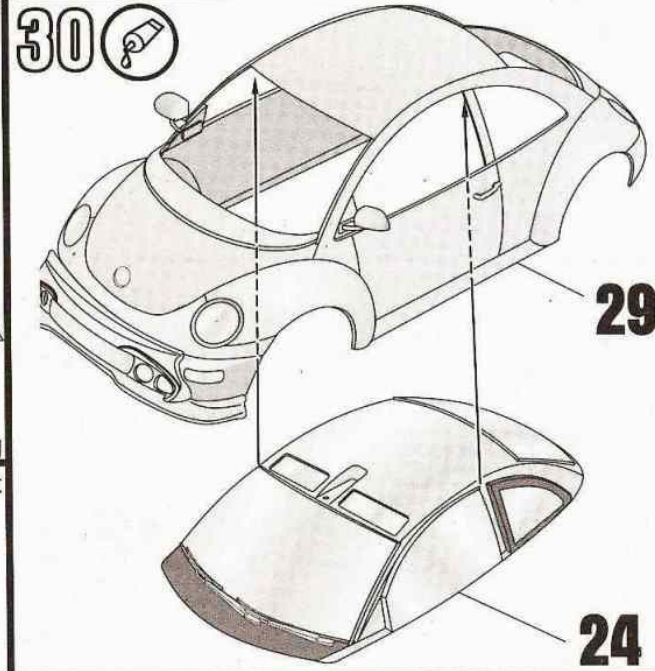
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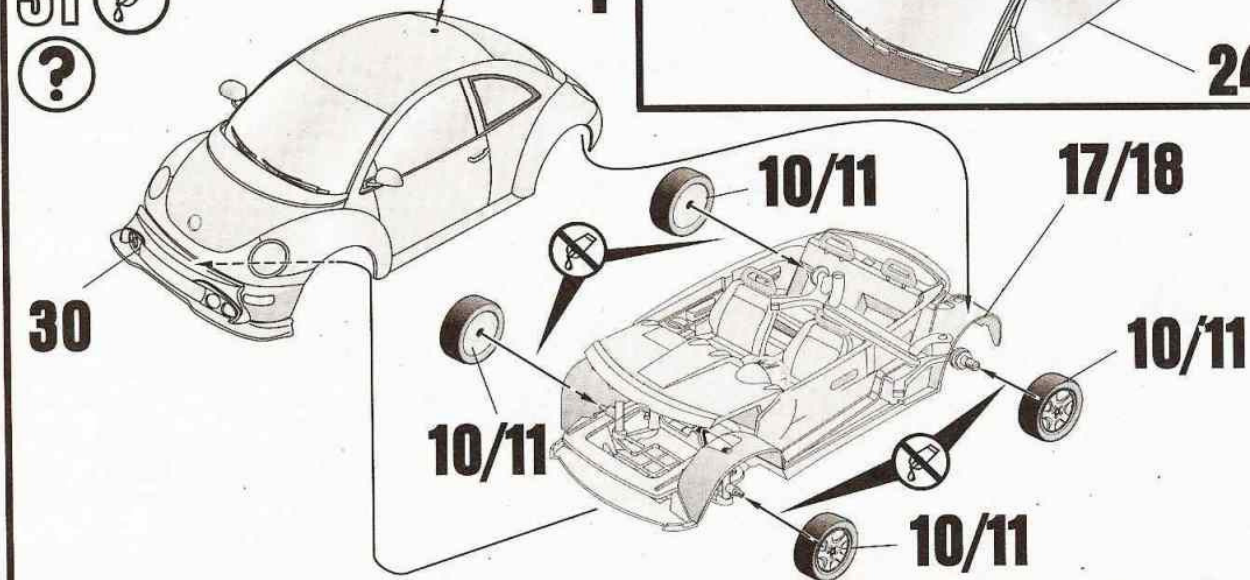


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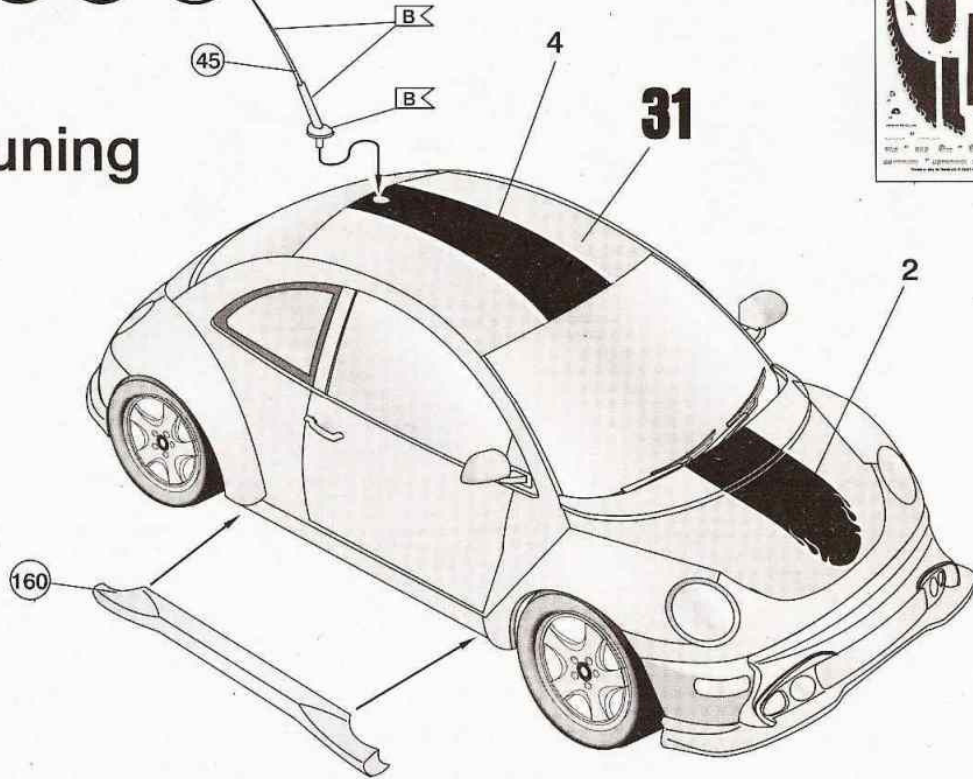
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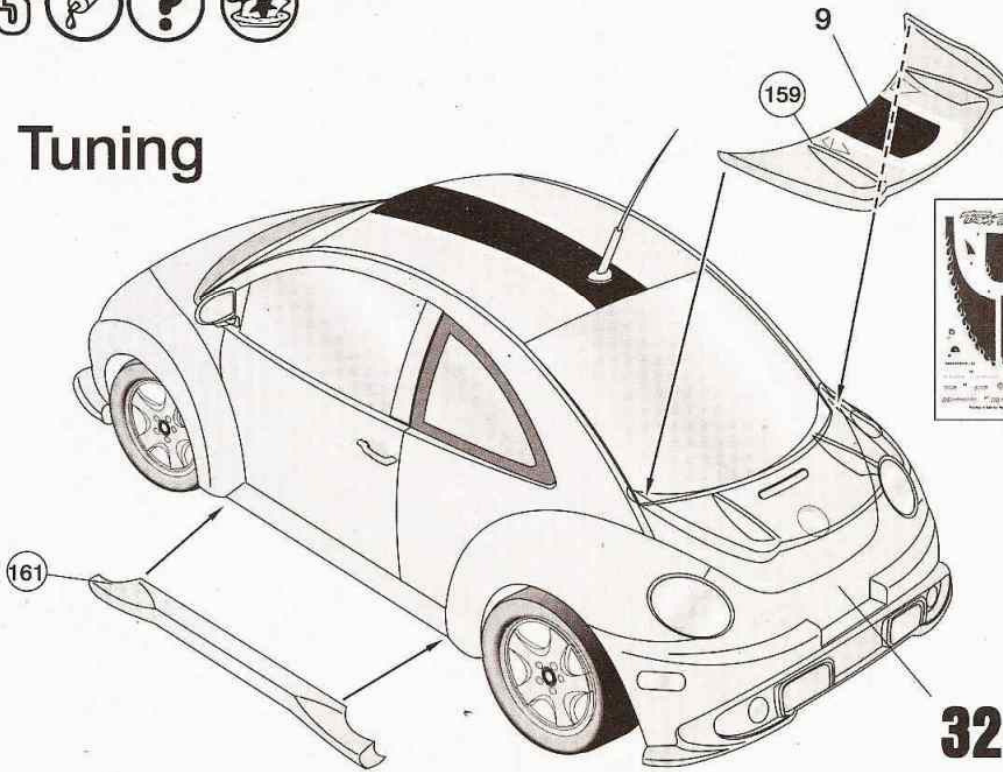
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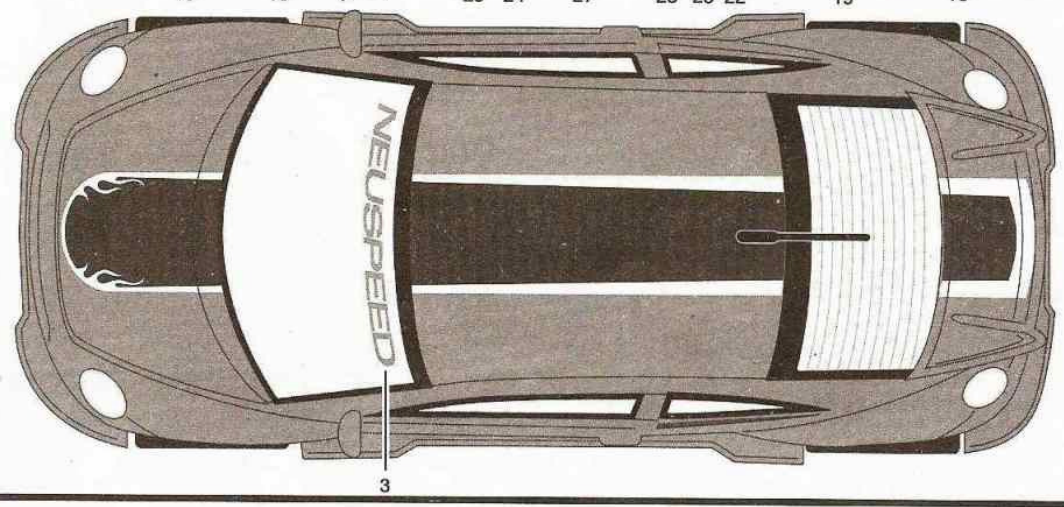
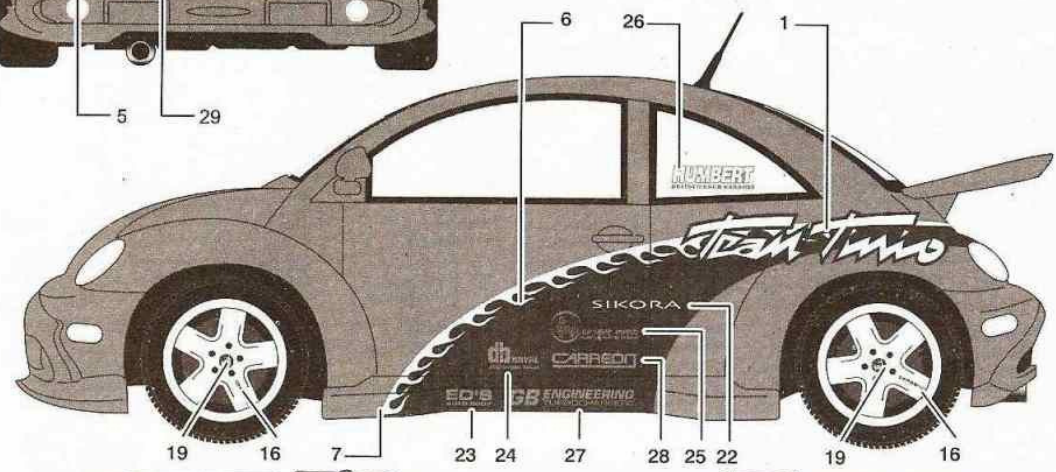
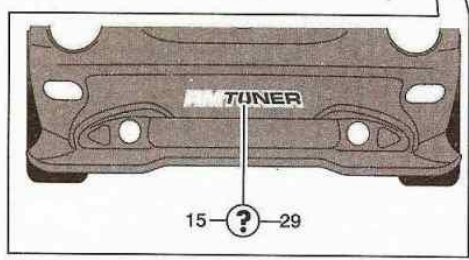
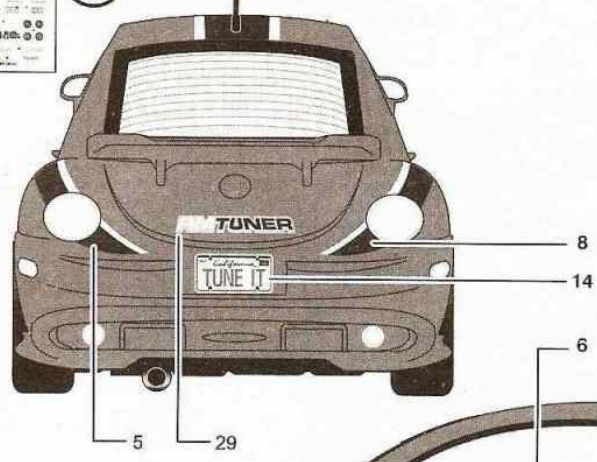
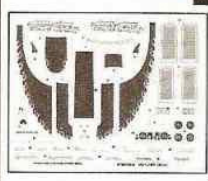
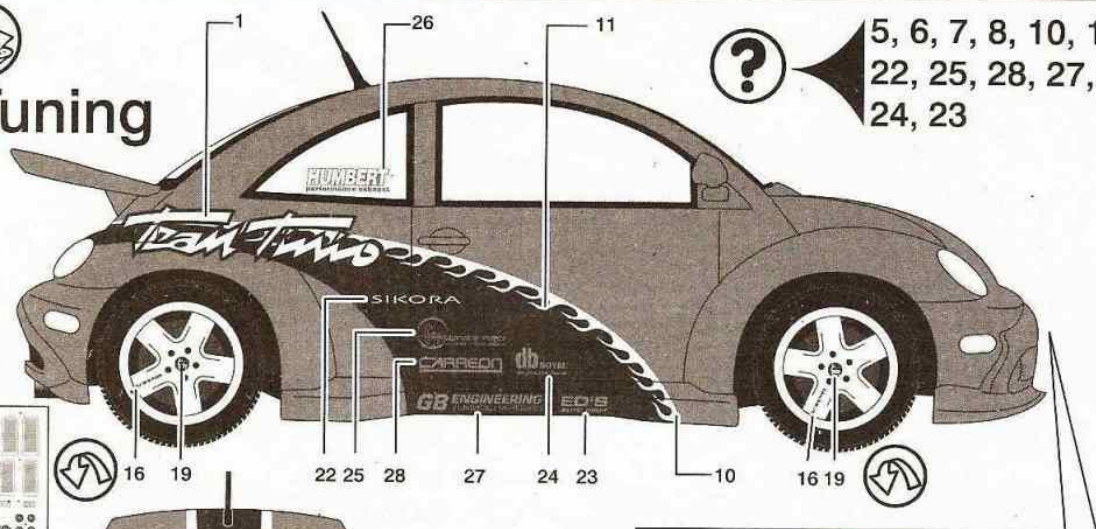
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