



VW Golf 1 Cabriolet

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Ende der 60er Jahre verschärfte sich die Absatzkrise bei Volkswagen zusehends. Der in Rekordzahlen verkaufte Käfer verlor die Gunst der breiten Masse. Trotz steter Detailveränderungen blieb seit rund 20 Jahren Grundlegendes erhalten, so dass dem wachsenden Bedarf nach mehr Leistung und Komfort nicht nachgekommen werden konnte. Ein Nachfolger des Käfers musste daher kreiert werden, der dem Geschmack der Massen entsprechen sollte. Kein leichtes Erbe, sollte das neue Fahrzeug doch ähnlich erfolgreich wie das ab Februar 1972 am meisten produzierte Modell der Welt sein.

Schon 1969 befasste sich VW daher mit möglichen Neuentwicklungen. Unter Rudolf Leiding, VW-Vorstand seit Oktober 1971, wurden die weiteren Arbeiten an dem favorisierte Nachfolger mit Mittelmotor gestoppt und ein Konzept mit Frontantrieb weiterverfolgt. Das im Mai 1974 vorgestellte Endergebnis stand im krassen Gegensatz zum Käfer: Statt luftgekühltem Motor im Heck eines durch Rundungen geprägten Fahrzeugs mit Hinterradtrieb besaß der kantige Golf einen Frontantrieb und einen wassergekühlten Vierzylindermotor. Dank des quereingebauten Motors bot er einen für seine Länge recht großen Innenraum. Das zeitgemäße Design hatte Giorgio Giugiaro geliefert, die Motoren kamen von Audi. Der sportliche, grundsolide Golf traf den Nerv der Zeit. Zudem erhöhte die 1973 einsetzende Ölkrise die Attraktivität sparsamer Motoren. Die Nachfrage nach einem Kompaktwagen, der vor dem Golf vorwiegend aus dem Ausland kam, ging sprunghaft in die Höhe, was zu dem immensen Erfolg des Käfer-Nachfolgers beitrug und letztlich die Rettung des VW-Konzerns bedeutete.

Die offene Ausführung des Golf 1 kam erst 5 Jahre später auf den Markt. Heftig umstritten war der feste, breite Überrollbügel, der anfangs auf wenig Gegenliebe stieß und dem Wagen seinerzeit den Spitznamen „Erdbeerkörbchen“ einbrachte. Allerdings erhöhte dieser Sicherheitsbügel die Karosseriesteifigkeit und störte das Freiluftvergnügen kaum. Die gute Verarbeitung, das gut isolierende und leicht zu bedienende Verdeck und der Federungskomfort des bei Karmann in Osnabrück produzierten Cabriolets wurden sehr geschätzt, auch die 70 sowie 110 PS starken Motoren wurden als völlig ausreichend erachtet. Mit Einstellung der Fertigung des Käfer Cabrios zu Beginn des Jahres 1980 wandelte sich der offene Golf zu einem absoluten Verkaufsschlager, der seiner Popularität wegen auch häufiger in Fernsehproduktionen, darunter der US-Serie Remington Steele, zu sehen war. In den 14 Jahren seiner Fertigung wurden von dem seinerzeit meistgebauten Cabriolet der Welt über 385.000 Exemplare gefertigt.

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At the end of the 60s the crisis in turnover at Volkswagen increasingly deepened. The "Beetle" which had sold in record numbers lost popularity with the wider public. Despite constant modifications the basic configuration had been maintained for around 20 years and could not fulfil the growing demand for more comfort and performance. A successor to the Beetle therefore, which would fulfil the public's requirements had to be created. Not an easy legacy if the new vehicle was to be as successful as the from February 1972 most prolific model in the world.

In 1969 therefore VW studied possible new designs. Under Rudolf Leiding, a member VW board since October 1971, further development of the favoured mid-engined successor was stopped and a concept with front wheel drive was pursued. The final design presented in May 1974 stood in stark contrast to the Beetle: Instead of an air-cooled engine in the rear of a vehicle with rear-wheel drive and a design dominated by curves, the angular new Golf had front-wheel drive and a water-cooled four-cylinder engine. Thanks to the transversely mounted engine it offered a fairly large interior for its length. The contemporary design came from Giorgio Giugiaro, the engine from Audi. The sporty and fundamentally solid Golf hit the spirit of the times. The onset of the 1973 oil crisis also increased the attractiveness economical engines. Demand for a compact motorcar, which before the Golf came mainly from abroad shot skywards. This contributed considerably to the immense success of the Beetle's successor and ultimately to the redemption of the VW Group itself.

The open top version of the Golf 1 was put on the market five years later. Highly controversial was the solid, wide roll-over bar which initially met with little enthusiasm and at that time earned the car the nickname "Strawberry Basket". This safety feature however increased body stiffness and did little to disturb the pleasure of open-air motoring. The good workmanship, the well-insulated and easy-to-open convertible top and ride comfort in the convertible produced by the Karmann Company in Osnabrück were highly appreciated. The 70 and 110 bhp engines were deemed to be sufficiently powerful. With the cessation of Beetle Convertible production at the beginning of 1980 the open top golf turned into an absolute bestseller. Its popularity was also helped by its appearance in many television productions, including the US series Remington Steele. In the 14 years of its production over 385,000 units left the production line. It was the most prolific convertible in the world at that time.

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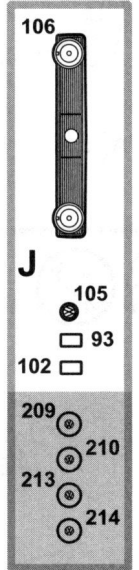
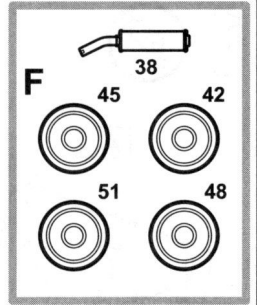
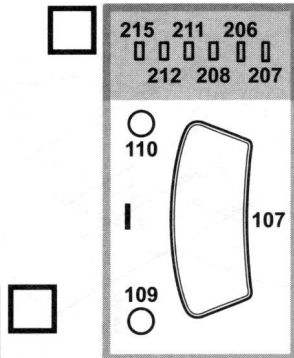
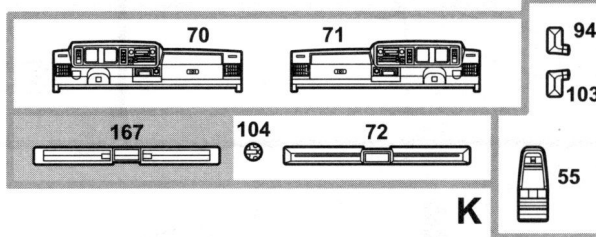
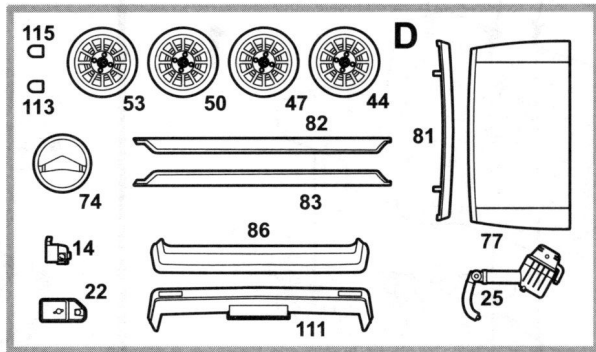
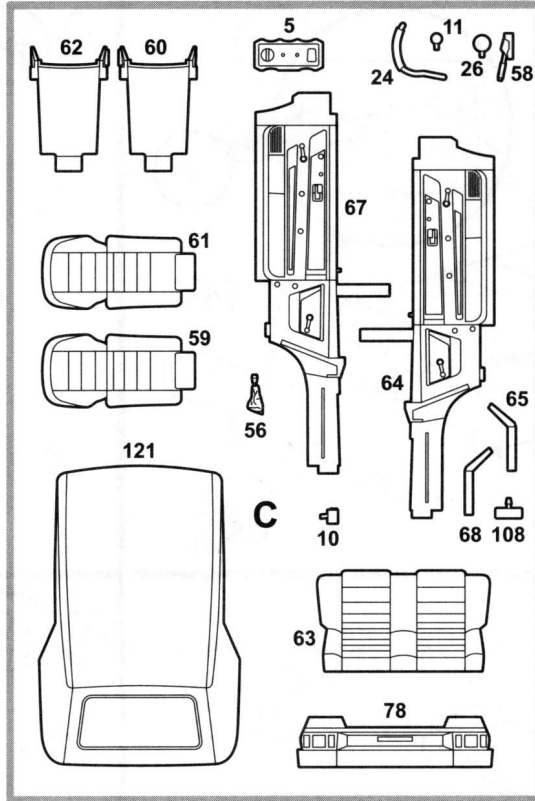
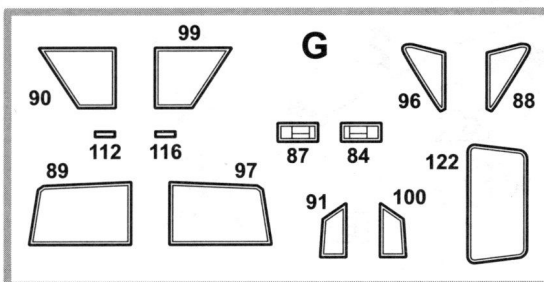
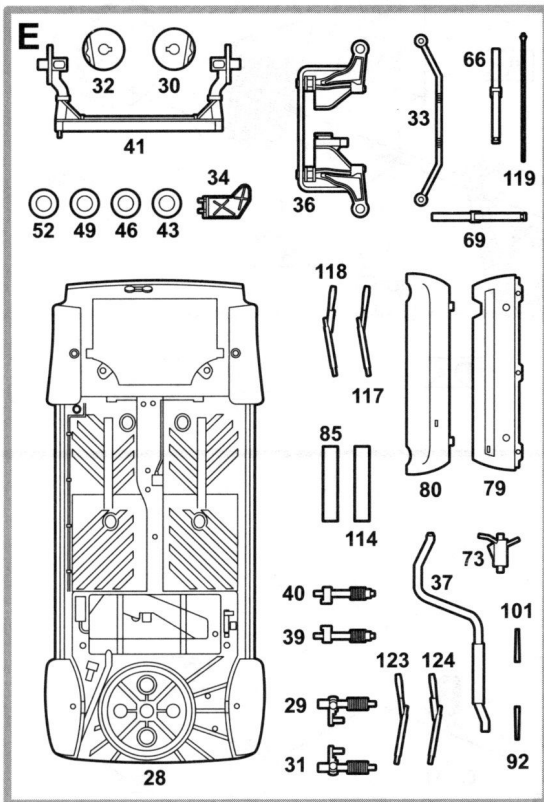
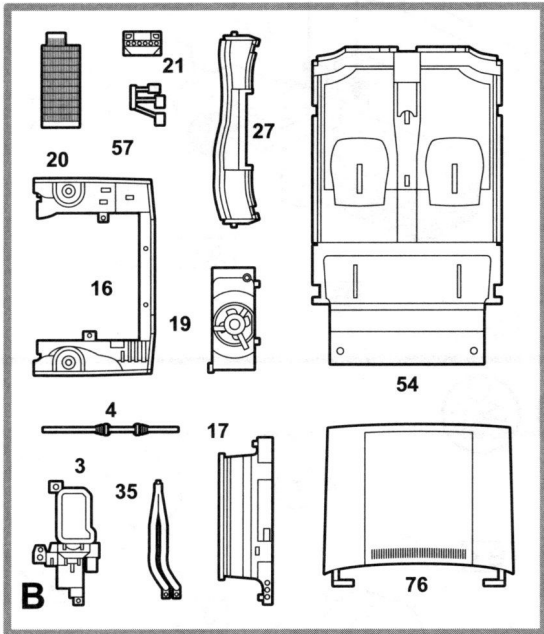
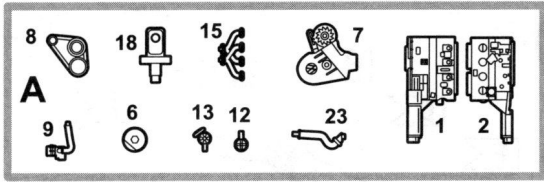
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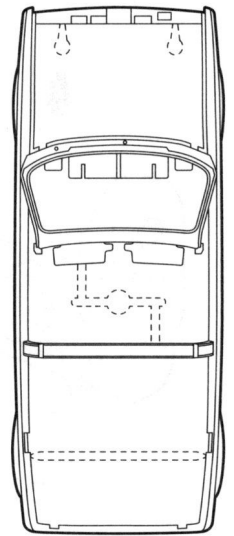
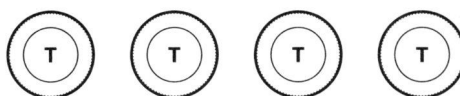
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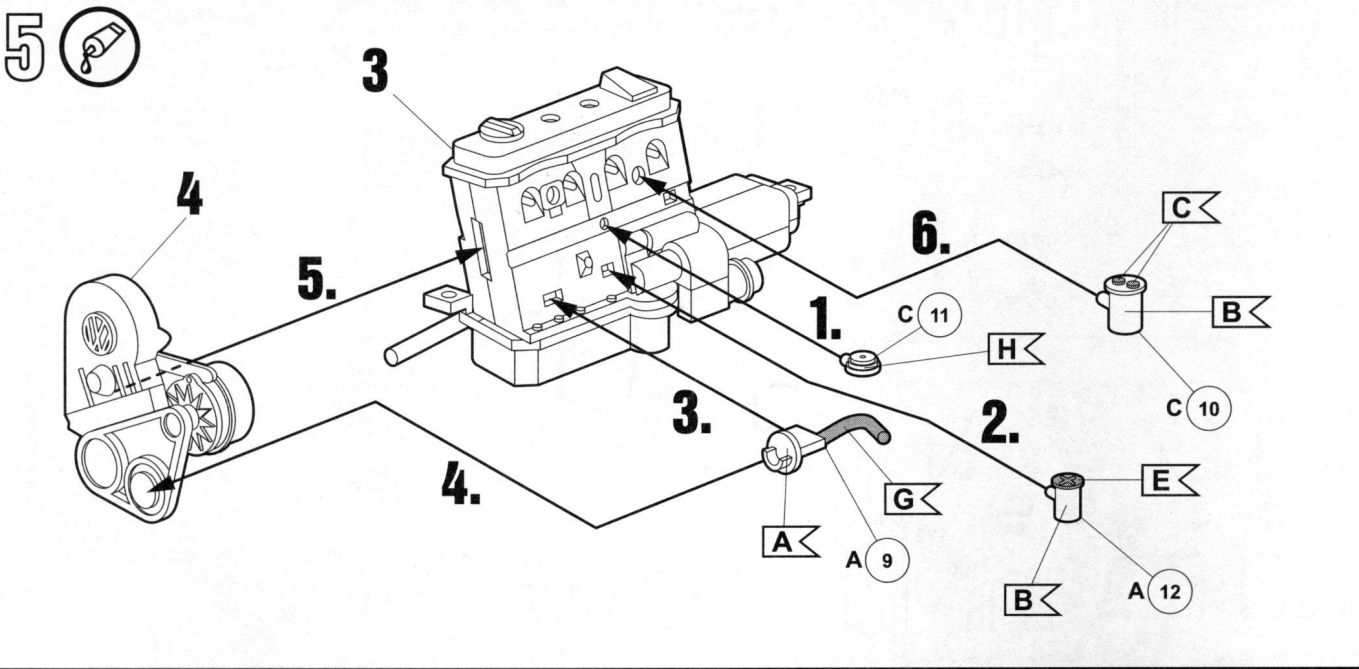
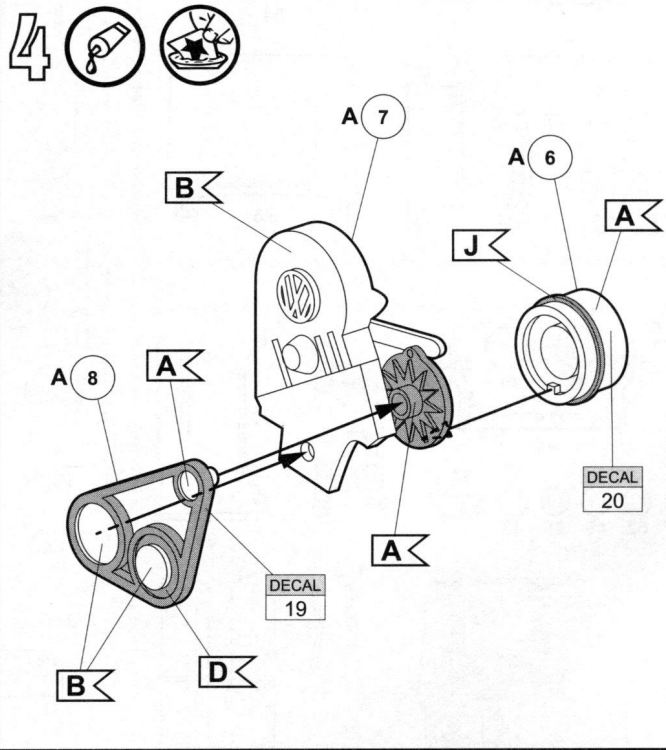
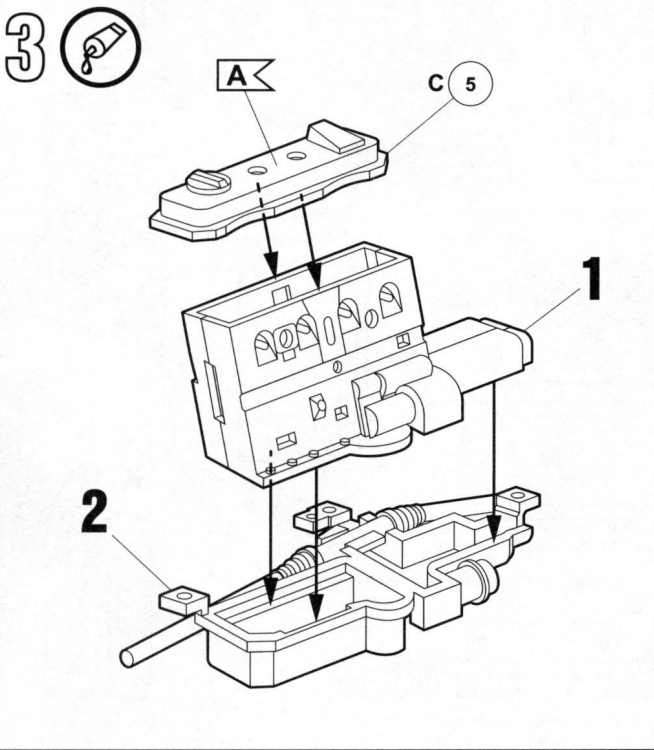
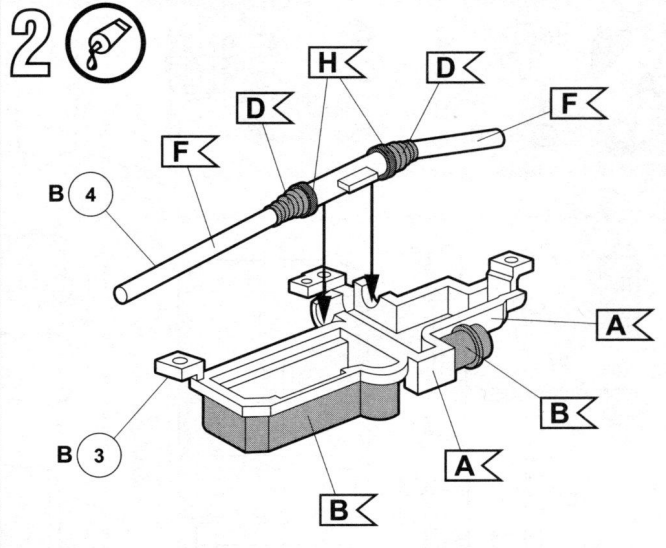
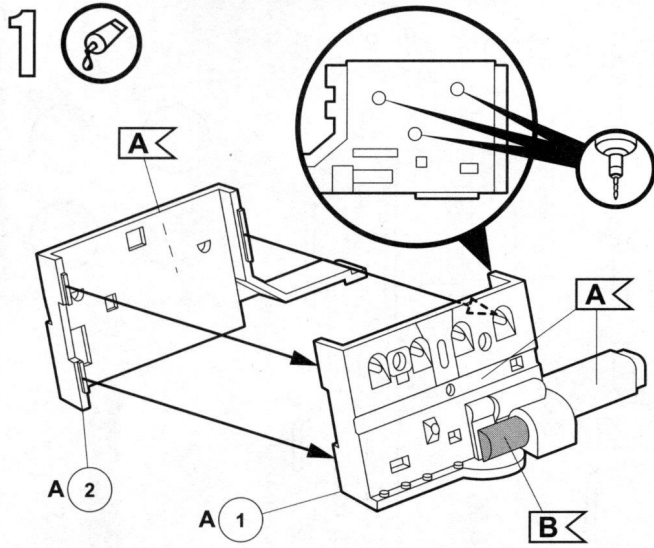
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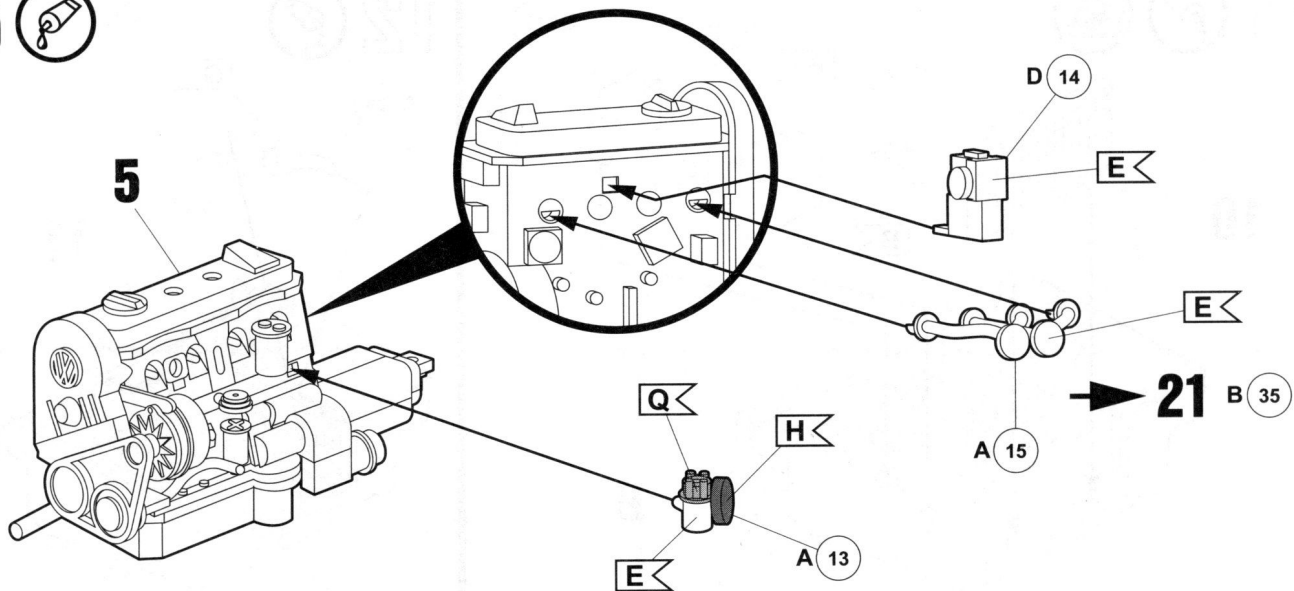


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 Deler som ikke er nødvendige
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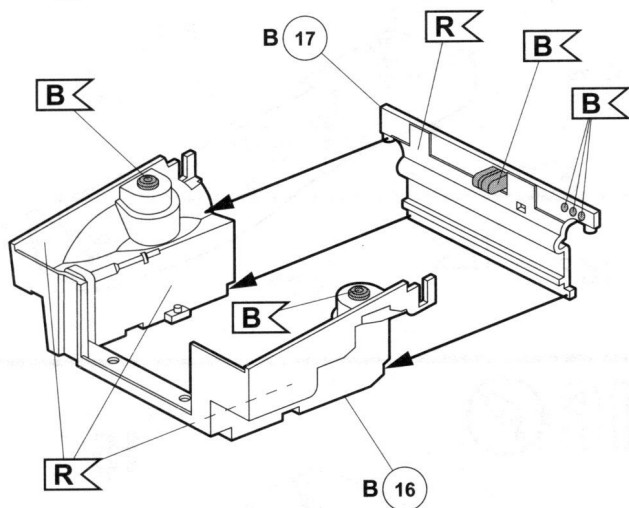




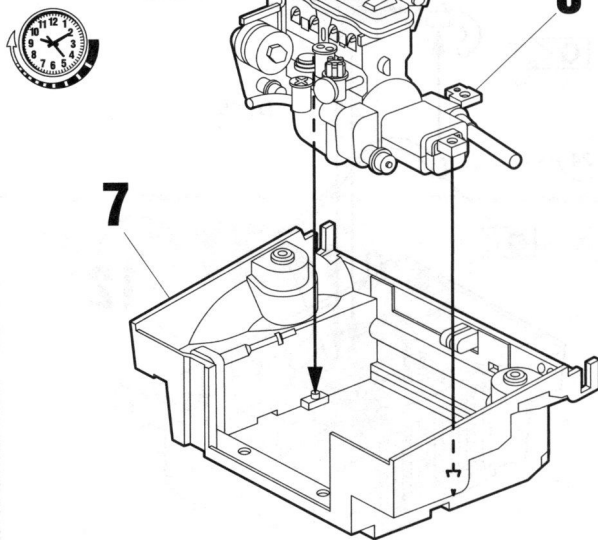
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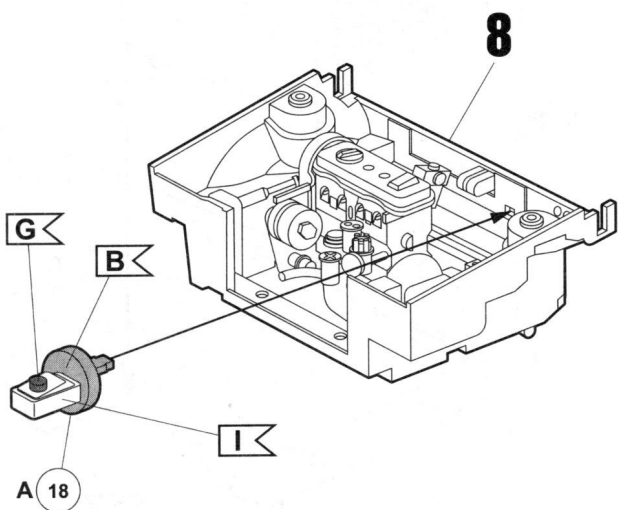
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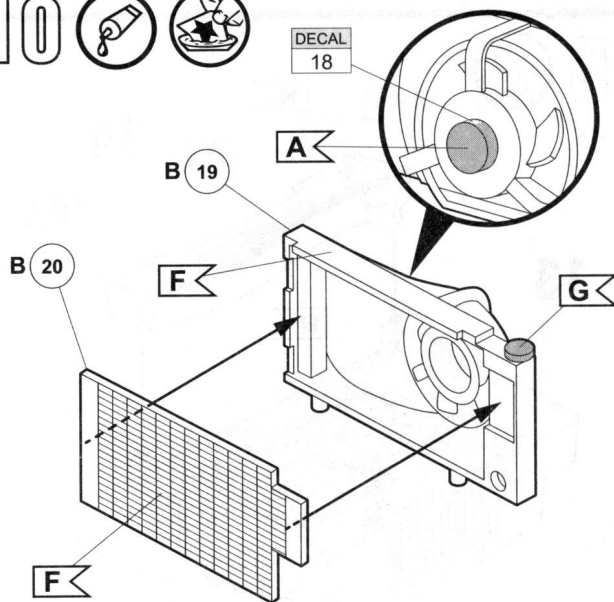
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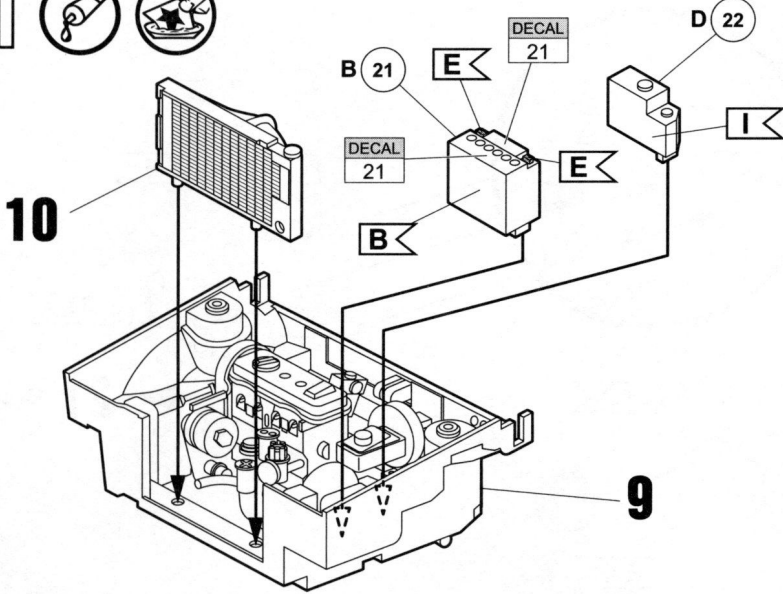
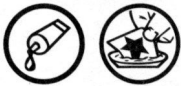
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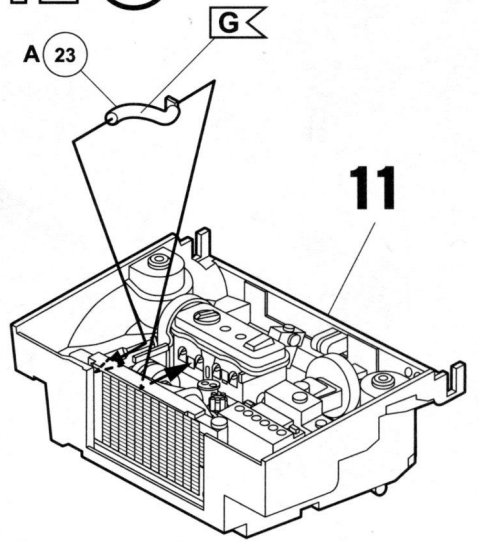
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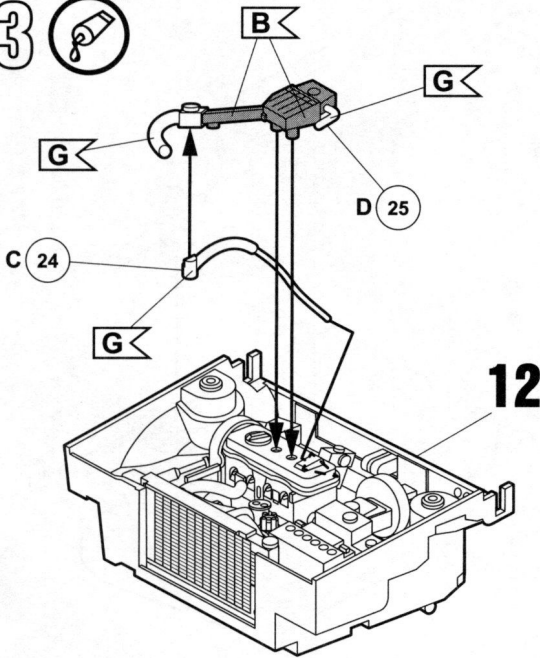
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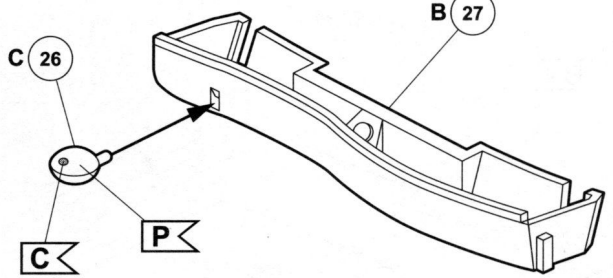
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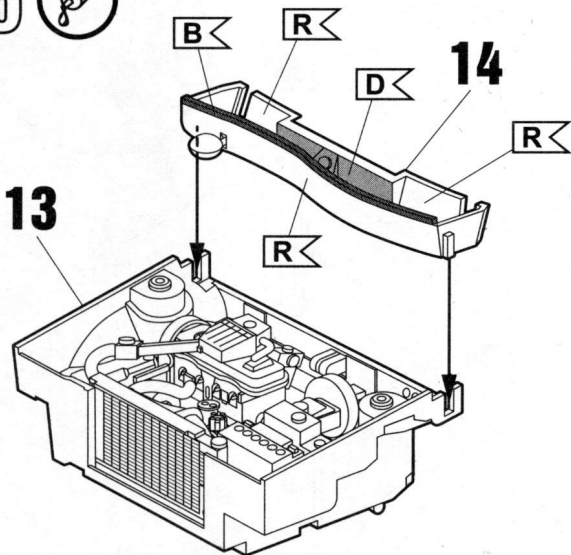
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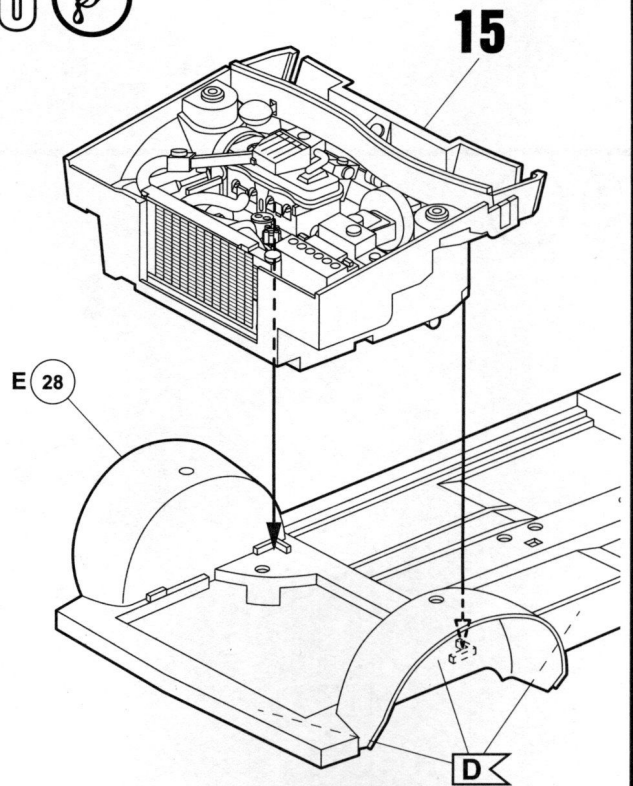
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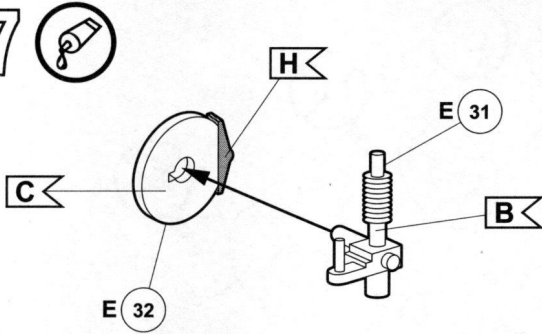
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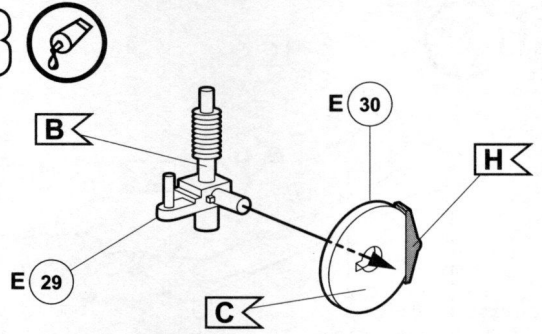
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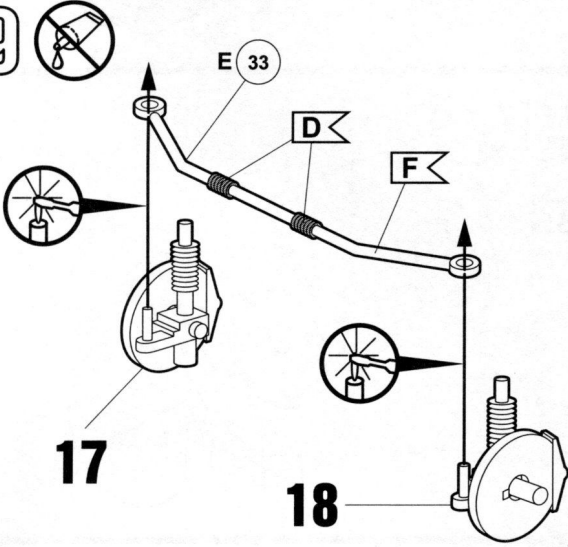
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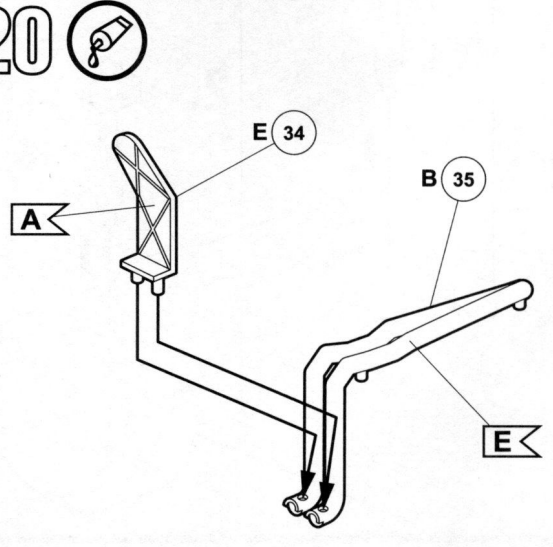
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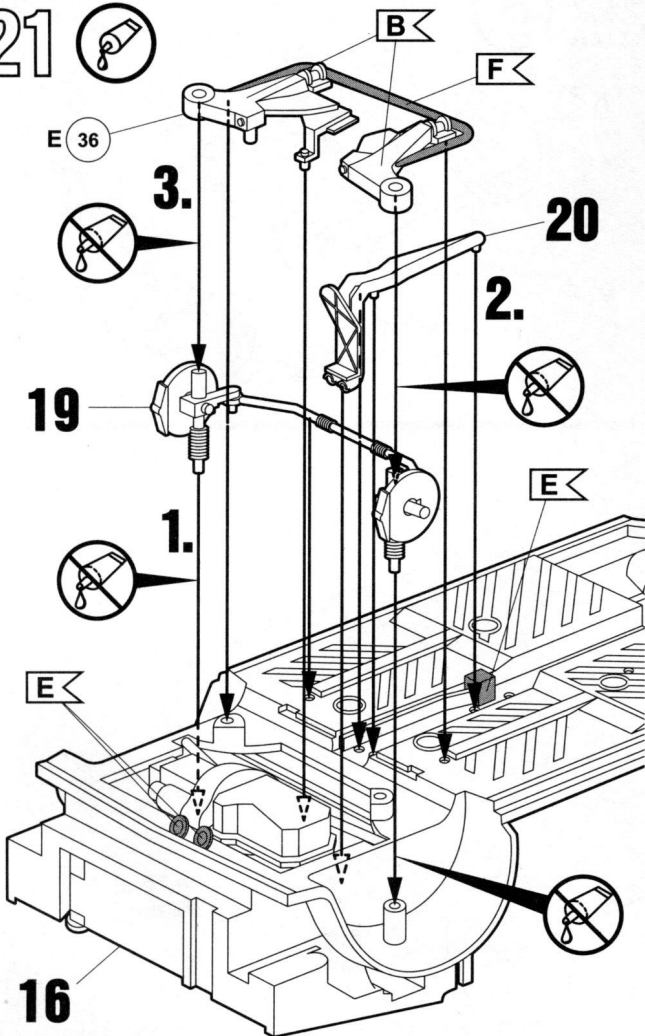
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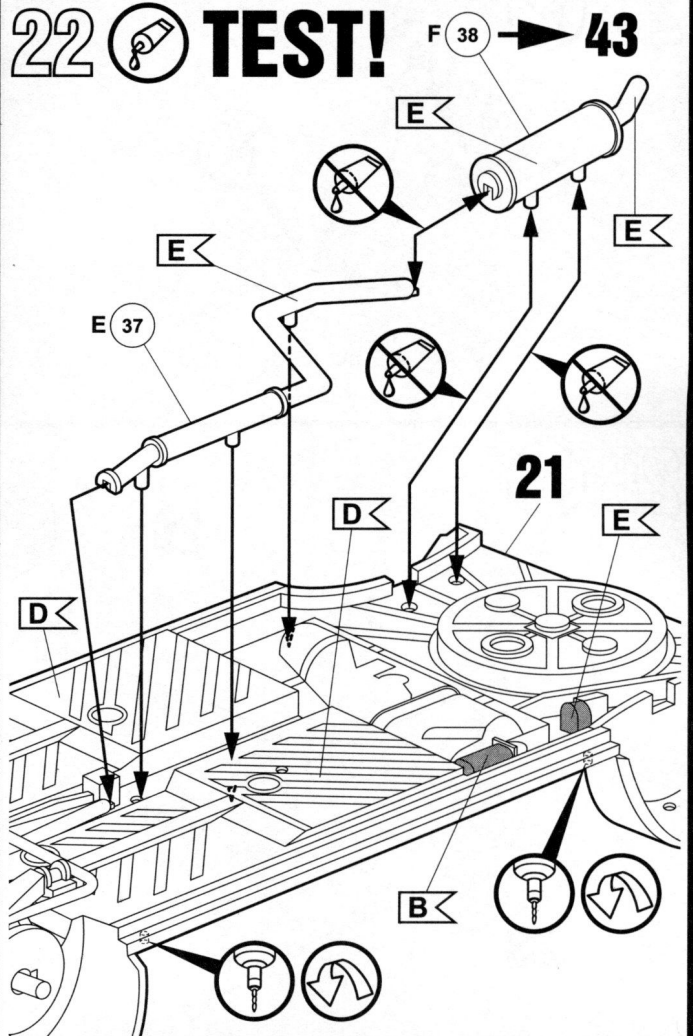
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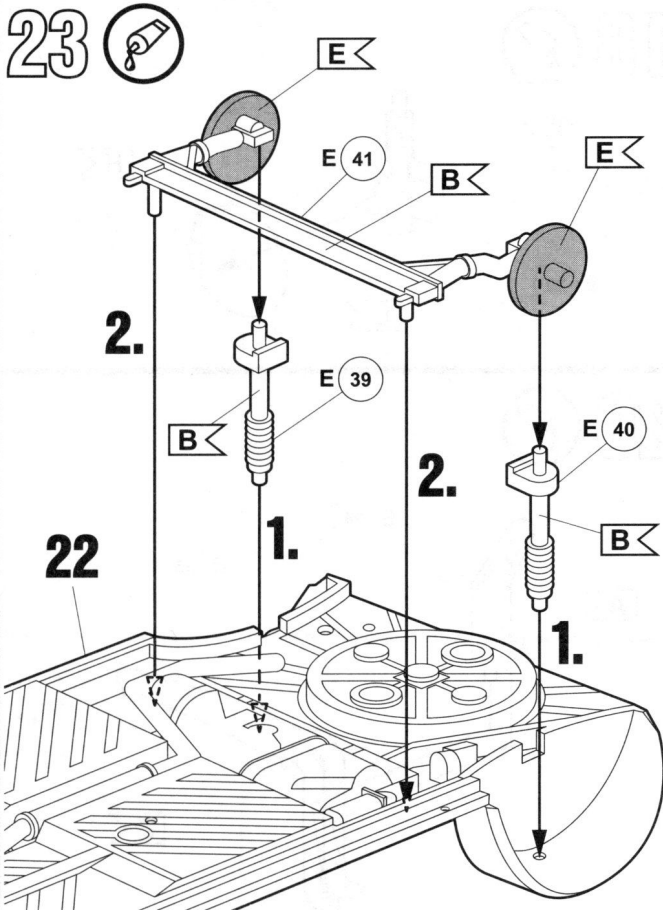
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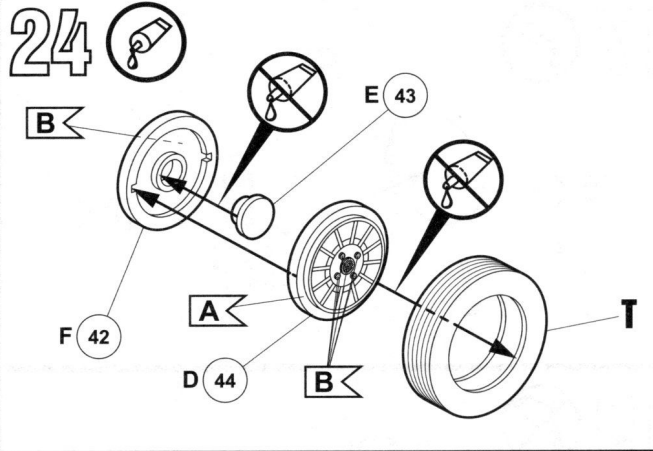
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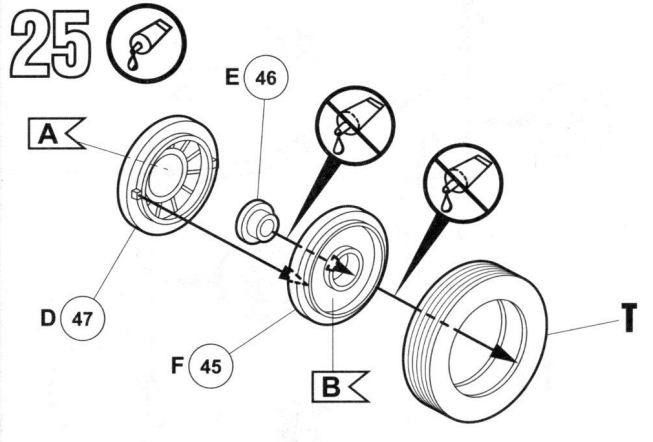
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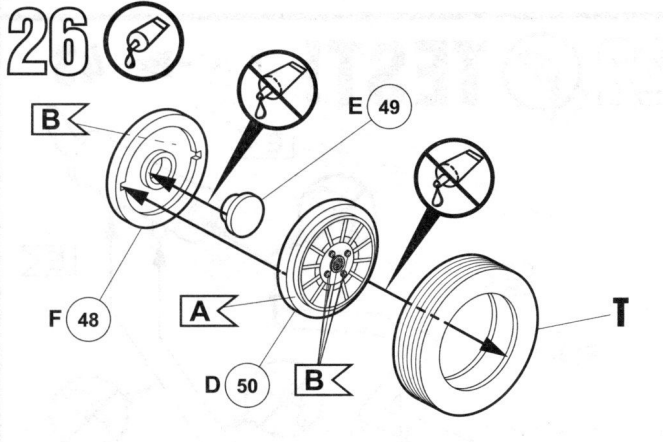
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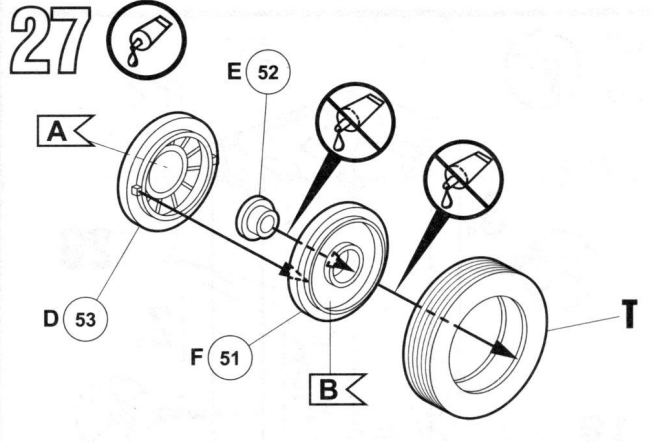
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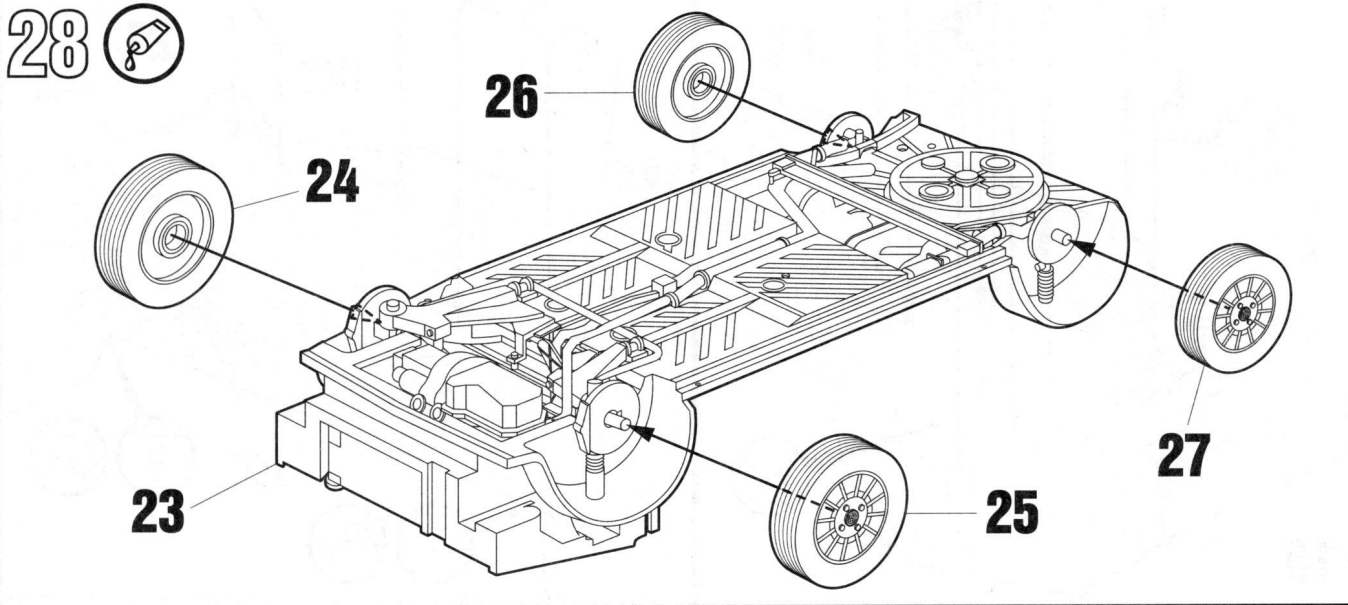
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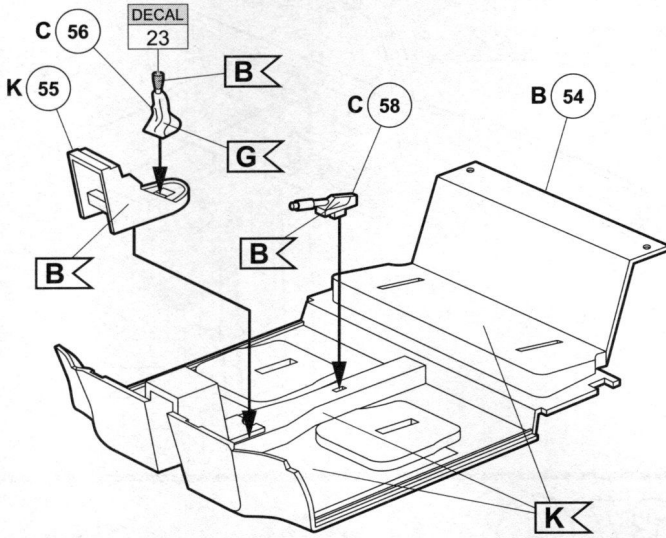
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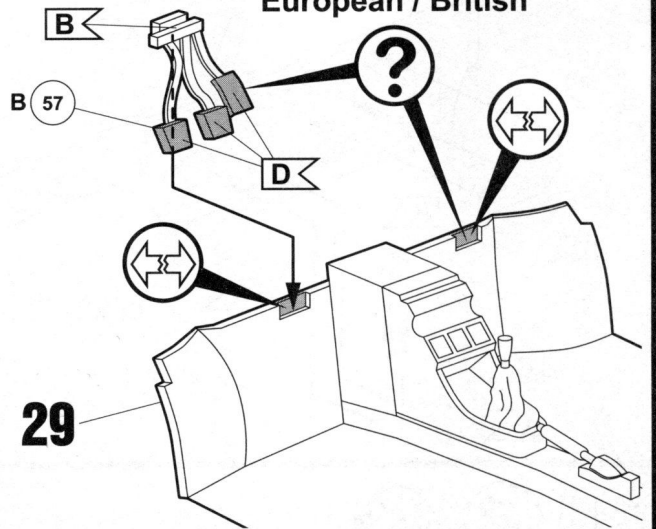
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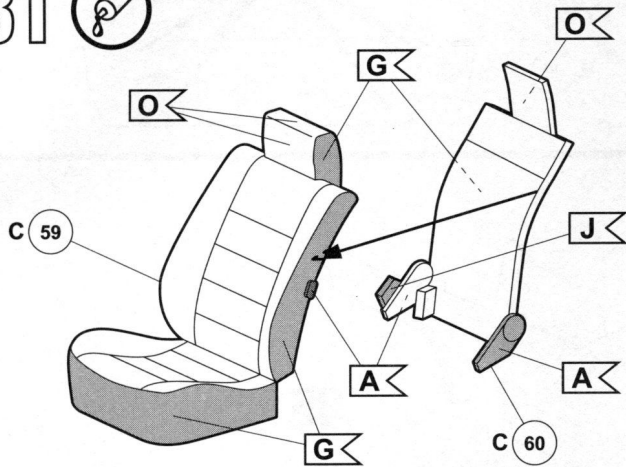
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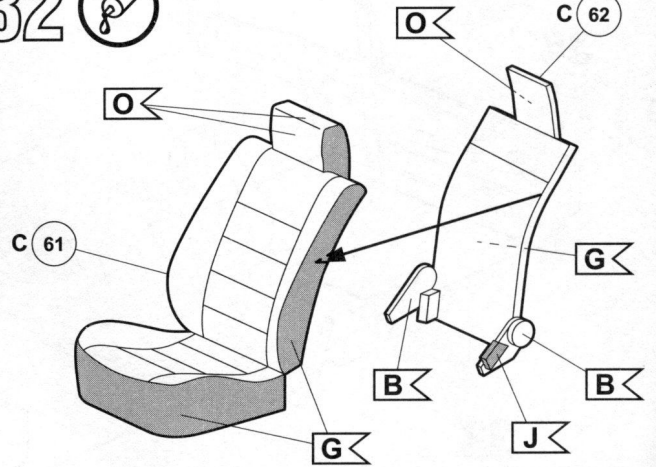
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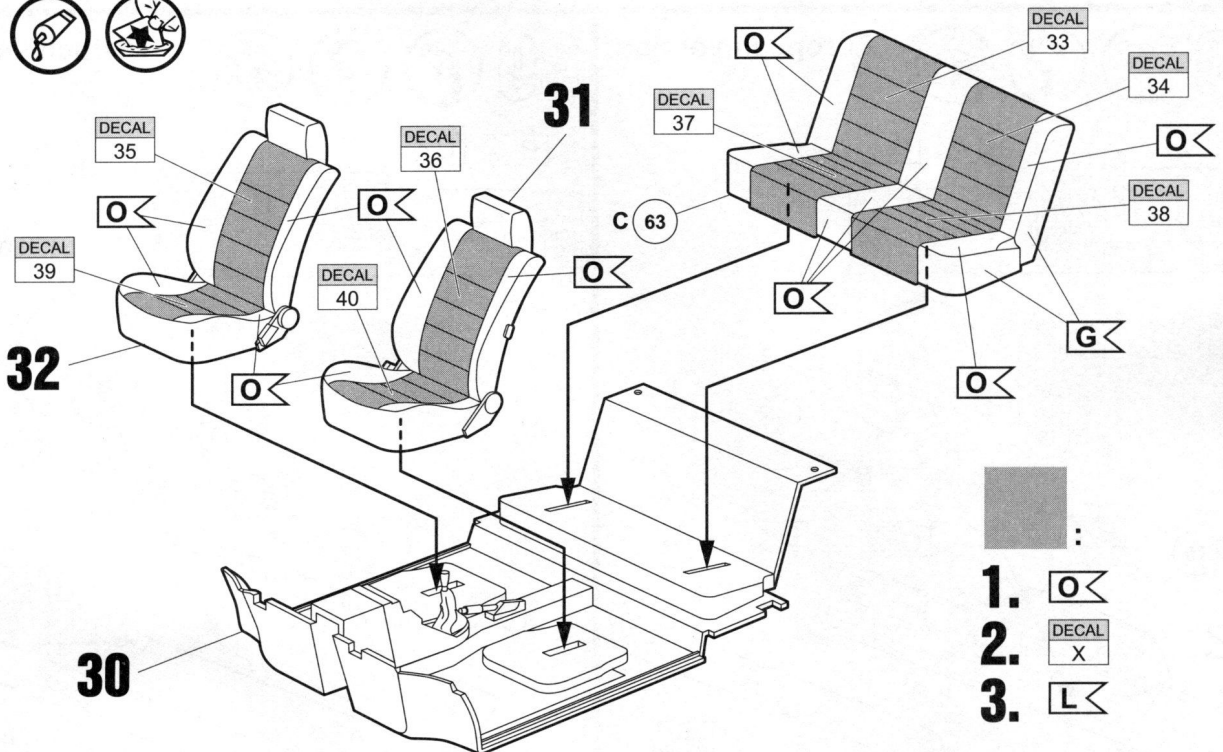
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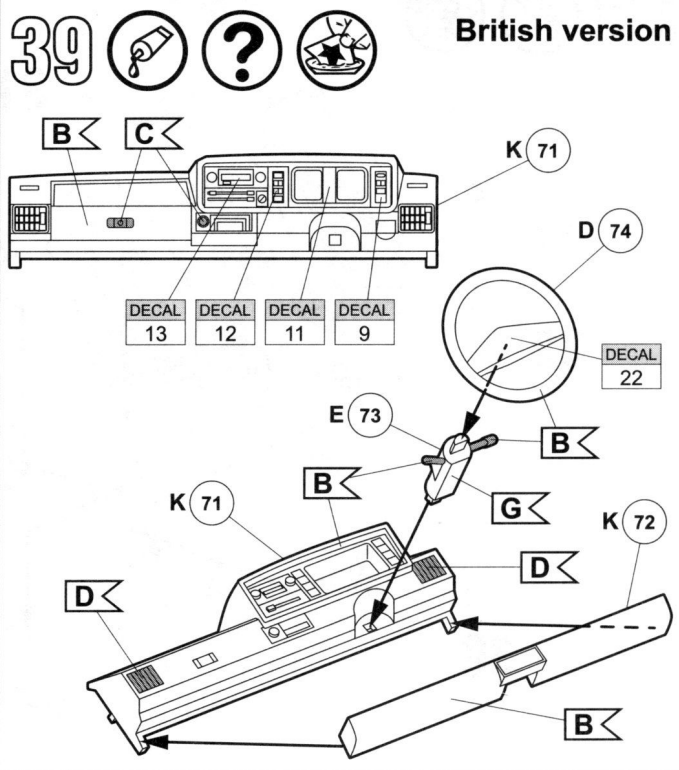
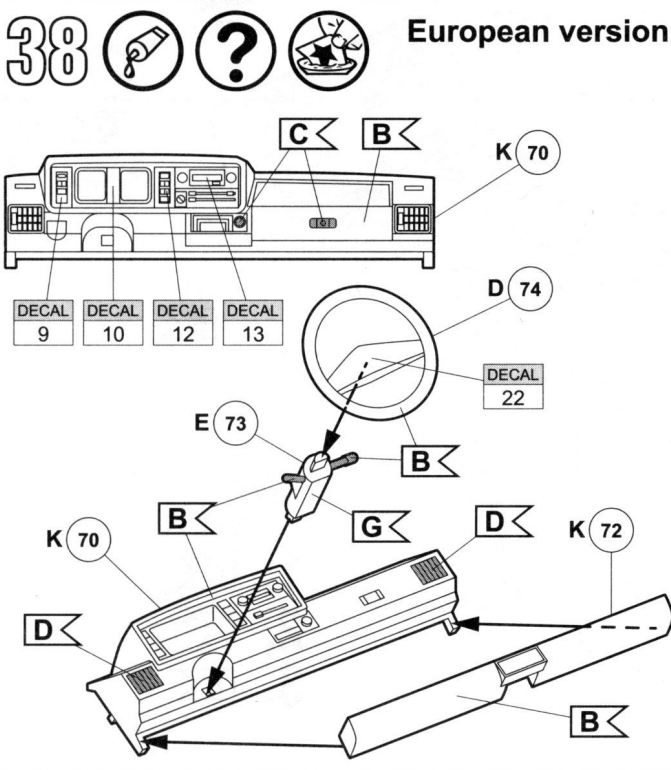
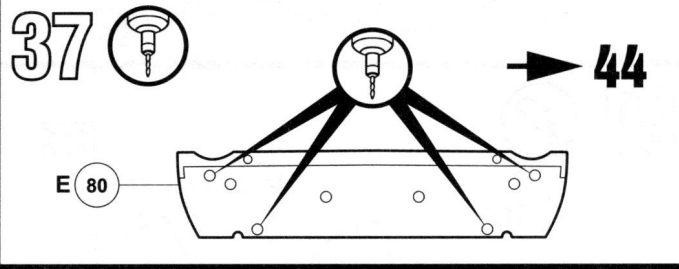
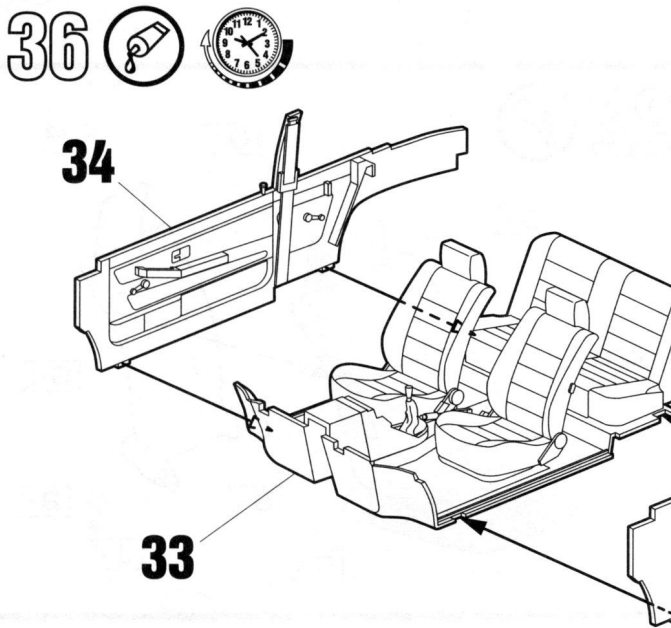
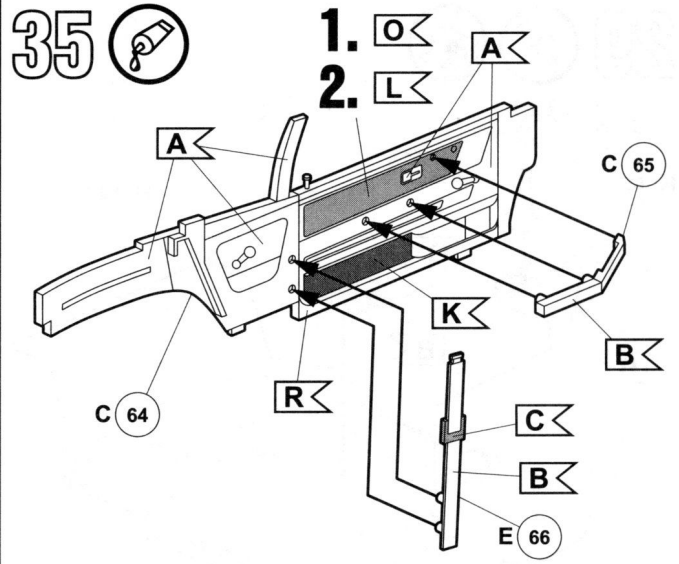
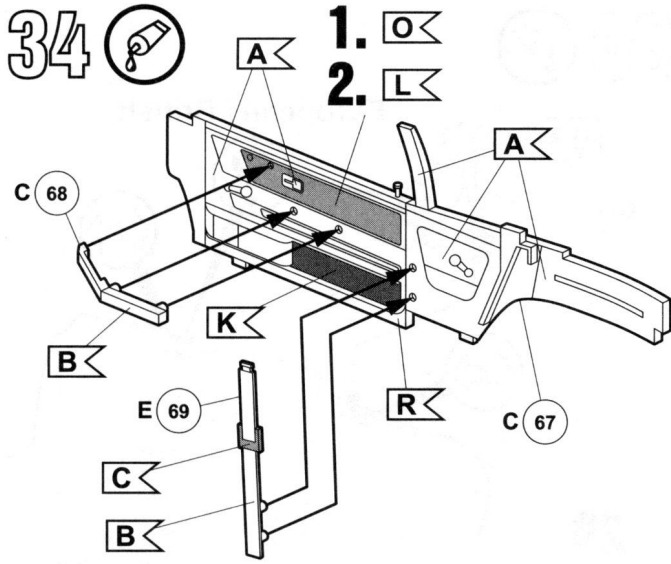
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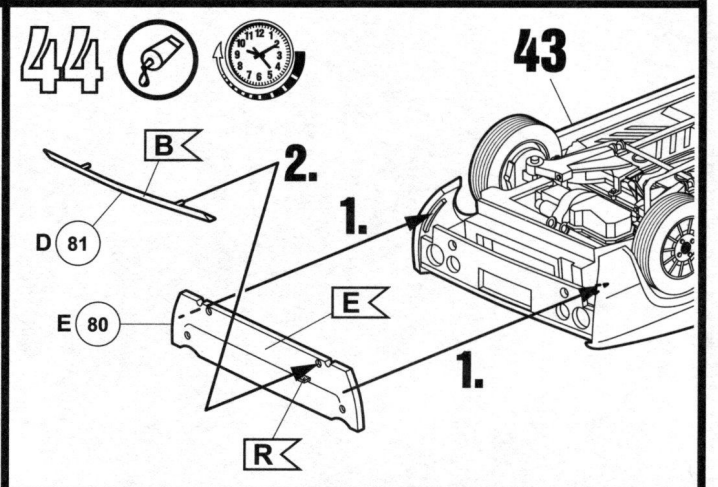
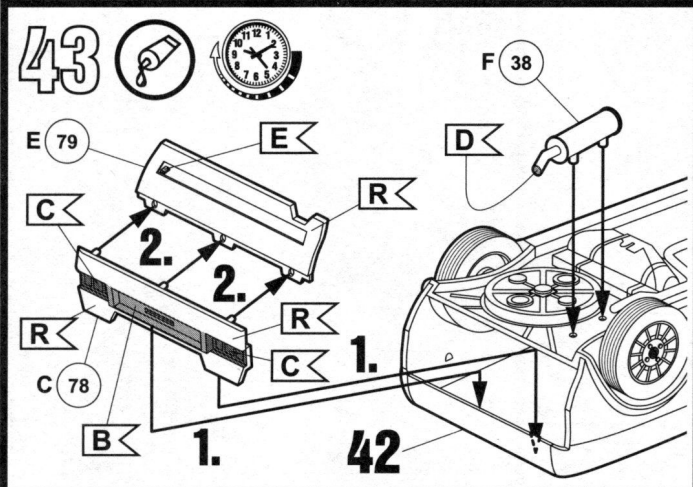
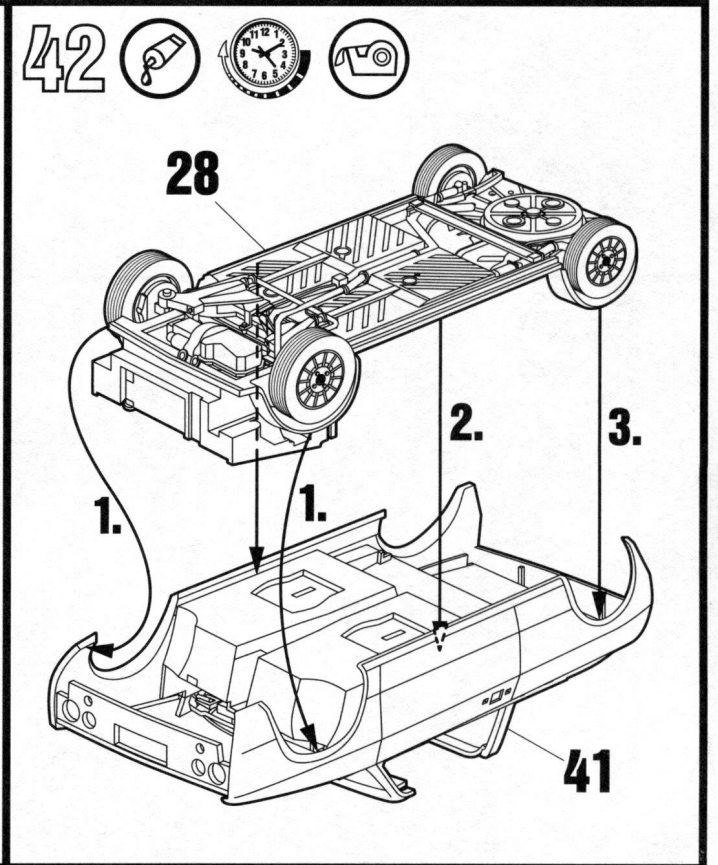
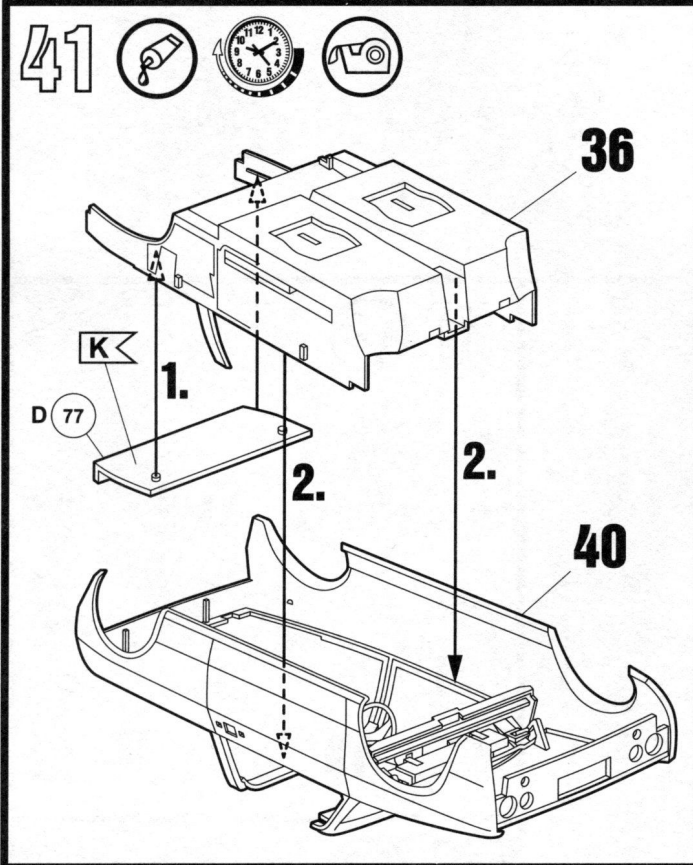
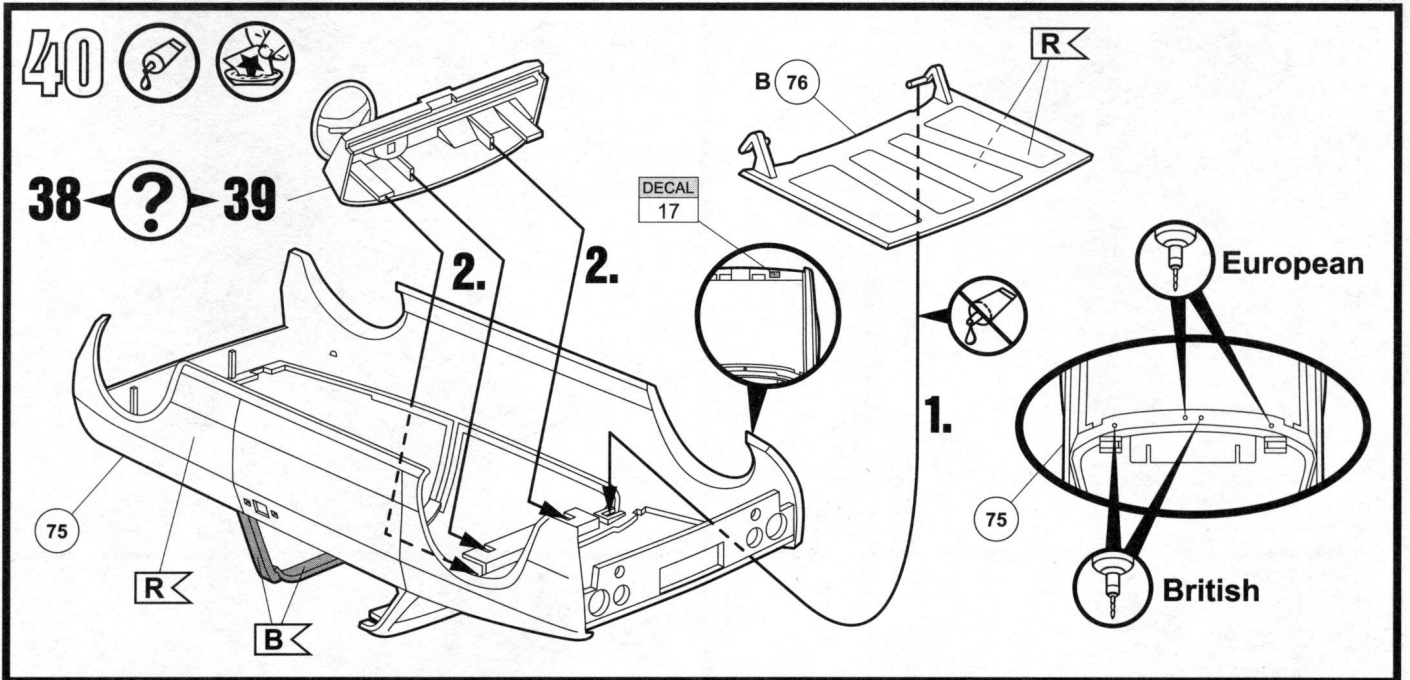


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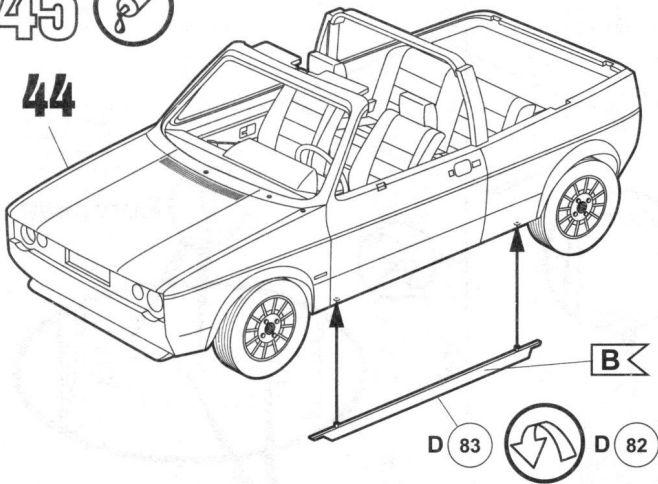
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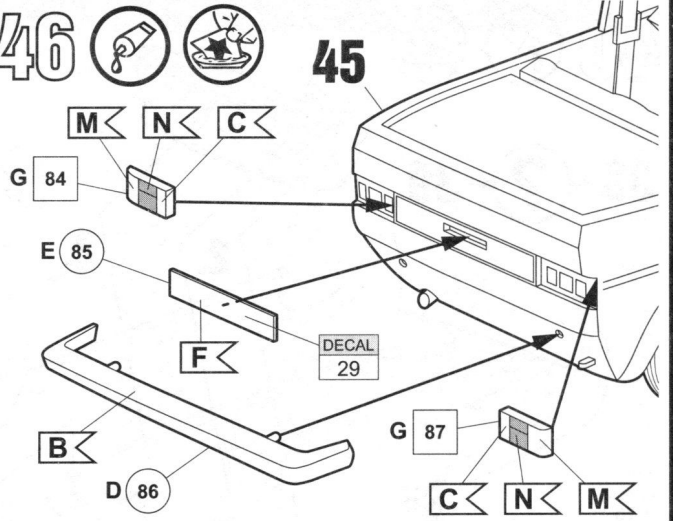
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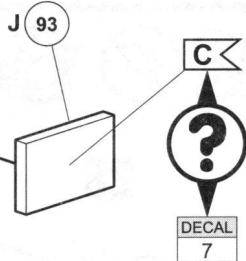
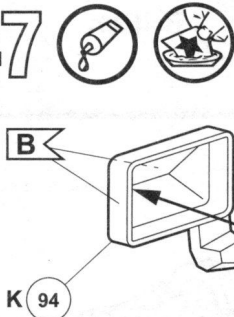


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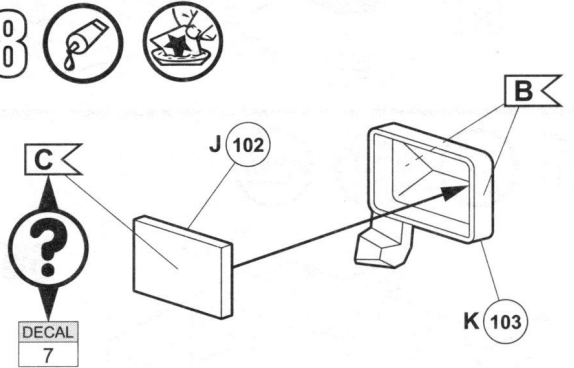
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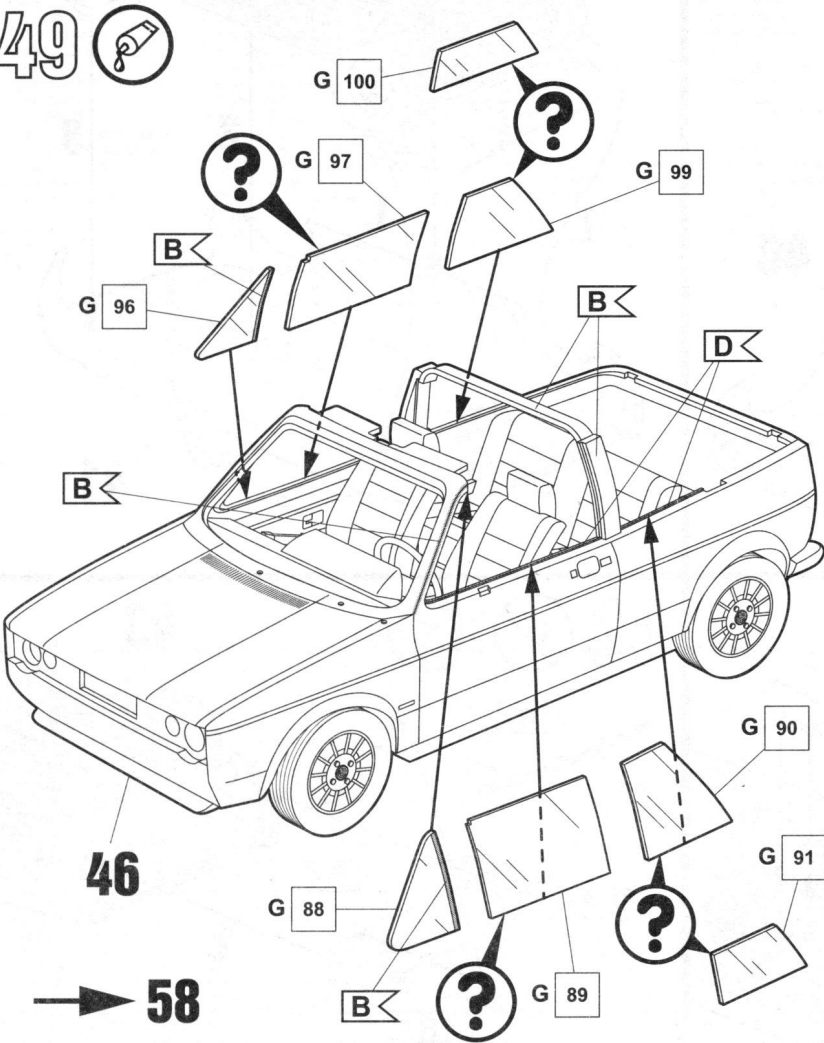
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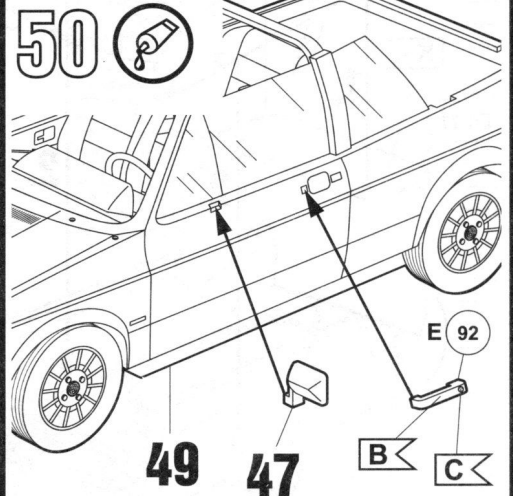
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