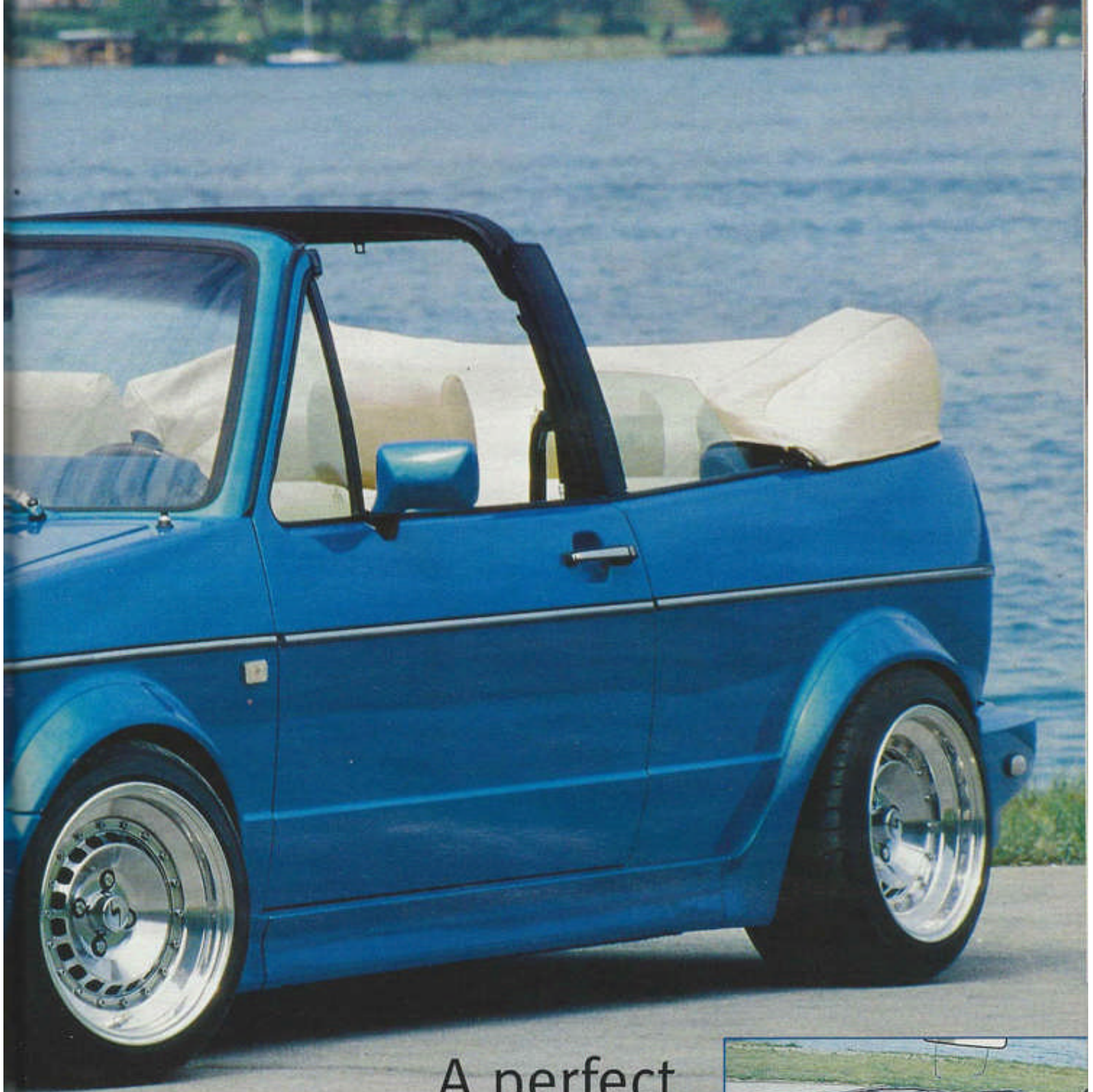


Scene Spot

As the saying goes - all good things come in threes. Klaus Schwendner knows better, which makes three reconstructions okay, but he prefers a fourth.



Klaus' Know



A perfect
cabriolet

W-how!



Klaus has a hint of luxury in his hands
every day



You have to drive 'topless' with these beige leather features!

The story of this Golf cabriolet begins in the summer of '99 when the VW freak from Vilshofen in Germany saw the 'topless' vehicle for sale at a Seat dealership. The original condition didn't stay for long and there were going to be plenty of miles added to the almost 51,000 on the clock already. Financially a little low because of this acquisition Klaus invested in a JVC radio,

Blaupunkt power amp and Spectron speakers for big beats. The desired lowering was achieved by combining H&R coils with yellow Konis that was something to be seen at the first meeting with 7.5 and 9 x 16 inchers and emblem free grille.

Shortly after that one of Klaus' pals dropped his pushbike, which wouldn't have been too tragic if



the bike hadn't fell against Klaus' cabriolet and caused some ugly scratches on the right side and door. Shit happens and sometimes Lady Luck works in mysterious ways. When the sprayer Stefan Standler then confronted Klaus with an offer he couldn't refuse, he took his car apart during the winter of 2000/2002 and had it lacquered in a flip-flop blue he mixed himself. Indicators and rear lights were

You could eat from this engine compartment, it's so clean!

TH Line from Schmidt - always great!

replaced with white examples, the fully stock exhaust system made way for a self-welded stainless steel 'pot'. Klaus swapped the wheels for Borbet BS rims in 7 x 15 and 8 x 15 inches whilst he was installing the FK adjustable suspension. An 80-year old (!) upholsterer supplied his ample experience and covered seats and panels in blue-black imitation leather.

This Status Quo continued for a year until the 38-year old builder went to the dealership to order new rims - TH Line, 8 x 14" with a dish of 16 for the front and 9 x 14" with a dish of 16 for the back. The aluminum wheels were getting



Nicely fitted, even without much room to move



Scene VIP



Name: Klaus Schwendner
Date of birth: 13.12.1964
Profession: Bricklayer
Favorite music: Everything but opera
Hobbies: Watching football games
Earlier projects: Scirocco GZ, Golf Mk I with 75hp, Golf Mk I GTI, Golf Mk II GTI, '83 GTI
Plans: Audi TT Roadster
Thanks to: My wife, Stefan Standler, Düssis Lederparadies, Hammer Josef, Evolution Team
What's the best thing about your car? Leather and lacquer
Are you a hit with the chicks in this car? Don't need to be, I'm married
Do you like the retro style? Depends on how it's done
Like rats, too? No way!
Which do you prefer, Golf Mk I or Golf Mk V? Golf Mk I
Would you do this reconstruction again? Nope!!!
Would you drive a Skoda or Seat for financial reasons? Not for financial reasons, they're great cars!
Which is better, TÜV or DEKRA? TÜV
Do you drive on brand name petrol? Yes
Which tires do you like best? Am happy with my Toyos.



Klaus' cabriolet is sweet whichever way you look at it



Clear glass tail lights - a must for Klaus and this project!



The Schmidt wheels were wrapped in Toyo rubbers

wider, but the diameter was being reduced. Toyo rubbers measuring 195/45 and 225/40 R14 complete the contact to the asphalt. The engine compartment shines when you open the hood thanks to mirrors and a 'polish and chrome' orgy. The 98hp machine stayed technically stock, discs from a Scirocco 16V bring the whole thing to a safe standstill.

Before these current photos could be taken a last year's Wörthersee, Klaus had the rest of the engine parts overhauled and lacquered. The imitation leather features were sold and replaced by beige real leather features supplied by the company Düssis Lederparadies. Continuing along this trend, Klaus also fitted red and white clear glass tail lights from In.Pro.

And because there was no possible way of chrome plating the 12.5-inch Raid, Klaus swapped it for another one measuring the same. The crown is now made of wood and the rest glows in gold look. Let's face it, it's great when you can treat yourself!

Text: Igor Vuccinic
Photos: Marcus Berger



Scene Facts

Model: Golf Mk I cabriolet • **Model year:** 1993 • **Engine:** 1.8-liter, 98hp, parts chrome plated, polished or lacquered • **Exhaust:** Own build out of stainless steel • **Suspension:** FK adjustable suspension • **Wheels:** TH line in 8 x 14" with a dish of 16 front and 9 x 14" with a dish of 16 rear with 0.2" spacers • **Tires:** Toyo, front in 195/45 R14, rear in 225/40 R14 • **Bodywork:** Wheels wells flared and pulled, emblem free grille, black In.Pro headlights, red-white In.Pro tail lights in clear glass, self made wind guard, wiper arms chrome plated, lacquer in self mixed flip-flop blue by the company Stadler • **Interior:** 12.5" Jamex 'Gold' steering wheel, aluminum window levers, shifter and hand brake lever, beige leather features, aluminum pedals • **Car audio:** JVC KDS-777 R, Blaupunkt 600 watt power amp, Spectron 160 speaker system, Spektron 300 subwoofer, car audio in trunk

*(owner/manufacture details)

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