



**LN-PB-06**

**#33**

**Volkswagen  
Passat VR6 (B4)  
(1995)**

**Schabak  
1044**

**Period: 1993-1997**

**Built: 1,164,300**

**Engine: V6 piston engine**

**Power: 174 PS**

**Top speed: 224 km/h**

**Price: fl. 69,996**

**Predecessor:**

**Volkswagen Passat B3**

**Successor:**

**Volkswagen Passat B5**

**Date acquisition:**

**26/05/1995**

Approx. first plate    Approx. last plate

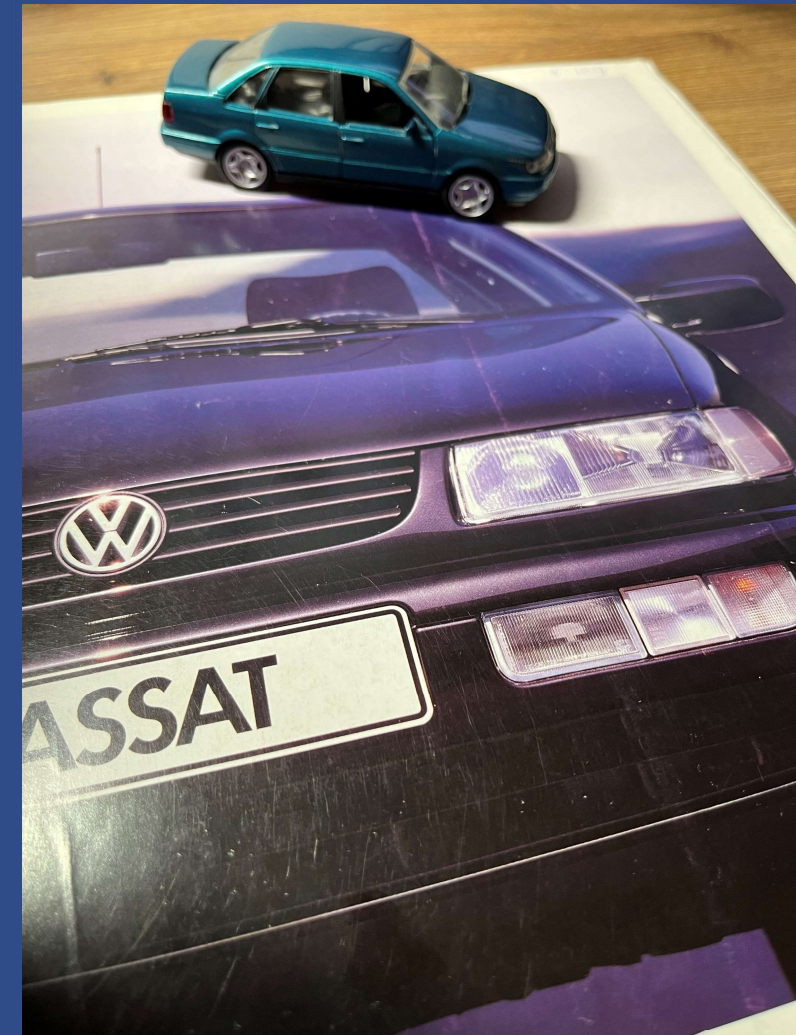
**HD-VD-57    PV-ZV-68**





**Volkswagen. Das Auto.**

If, in the 1990s, you were in the market for a mid-size saloon with six-cylinder engine, you'd be spoilt for choice. Not only premium manufacturers would offer them, also more mainstream manufacturers offered top-of-the-range six-cylinder models. In 1995/96, the Volkswagen Passat VR6 found stiff competition in the Opel Vectra V6 and Renault Laguna V6. Each with around 170 PS on offer, the three rivals were quite closely matched in terms of performance. Prices, however, diverged quite extensively (Vectra fl. 54,950-62,950, Laguna fl. 65,975, Passat fl. 70,394). Although the Passat was based on an older architecture than the 1994 Laguna and the 1995 Vectra – the B4-generation Passat was in fact nothing more than a restyled and updated Passat B3, which was first introduced in 1988 – the clever engine was its trump card. The VR6 engine is a compact, narrow-angle V6 engine first introduced in the VW Corrado and Passat B3 in 1991. One of the main differences between the VR6 engine and more conventional inline-six and V6 engines is the way in which the cylinders are arranged. In a traditional inline-six engine, the cylinders are arranged in a straight line, while in a V6 engine, the cylinders are arranged in two rows of three, forming a "V" shape. In contrast, the VR6 engine has a V-shaped cylinder arrangement with a narrow angle between the two cylinder banks, resulting in a more compact design, which allows it to be used in a variety of applications where space is at a premium. The narrow angle between the cylinder banks also allows for a more efficient combustion process, resulting in improved fuel efficiency and power output. Additionally, the VR6 engine can produce a smooth and linear power delivery, as well as a distinctive exhaust note. This Schabak model features neat alloy wheels and a striking colour, but the shut lines of doors leave wanting.



**The Passat and two of its rivals: Vectra and Laguna**

