



B I TCH C A R

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Since the “Coupe of T” was never a success among producers we will now present a new concept to the audience.



The problems as we understood from the expected producer reactions were as follows:

- *Too little attraction – so will now make it more attractive!*
- *Too complicated to produce - so we will now make it easier to produce!*
- *Too expensive – so we will now make it cheaper!*
- *No real business plan – so now you will have one!*





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"BITCH CAR is an electric Beach Car for men and women with a charmingly arrogant attitude"





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Renault 4CV Jolly



Citroen Méhari

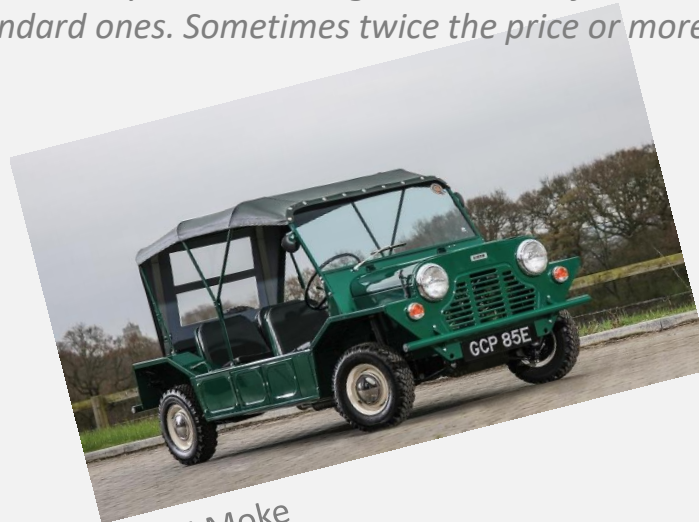


Fiat Jolly

Back in the fifties and sixties you could charge much more for these converted cars compared to the standard ones. Sometimes twice the price or more.



Meyers Manx



Mini Moke



DAF Kini



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Renault Rodeo 5



Renault Rodeo



Renault4 Plein Air



Moretti Midimaxi 126



Moretti Midimaxi 127



Fiat Shellette



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VW Typ 181 Thing



Renault Twingo De Plage



Bertone Runabout



Renault JP4



Citroen C3 Pluriel



01 Moke

At long last, the Moke is reborn – only it's now powered by electrons, and comes from a company called MOKE International Limited. Yep, over half a century after the Mini Moke, MOKE claims to have reimagined the Sir Alec Issigonis-designed original "for today's world – and tomorrow's".

Big talk indeed. The Moke for the modern age gets a reported 89 miles of range – enough to get you from London to Brighton, as long as you can find yourself a working charger there to get you home again. Power comes from a 44bhp electric motor that sends all its grunt to the rear wheels, with 0–34mph completed in 4.5secs and v_{max} a heady 62mph.

It's not cheap, mind, with prices starting from £29,150 before tax. Perhaps a stiff coastal breeze will help dry those tears.

[Click here to find out more...](#)



02 Meyers Manx 2.0

OG beach buggies don't come much more iconic than the Meyers Manx, the VW Beetle-based dune basher that first arrived in 1964. The road-legal Manx 2.0 stays largely faithful to its founder Bruce Meyers' original design, though the same can't be said under the skin, where there's two electric motors (one for each rear wheel) for a combined 202bhp. Buyers get the choice of 20kWh and 40kWh batteries for a range of 150 and 300 miles respectively – making the latter able to go further than the likes of the [Fiat 500](#), [Honda e](#) and [Mini Electric](#). Decisions, decisions...

No price yet, though first deliveries are expected next year. We're not jealous, honest.

[Click here to find out more...](#)





03 Coastrunner EV

The newest member of the beach buggy party comes from Dutch brand Savage Rivale with this, the Coastrunner EV – and it certainly looks the part. It is, says the company, “the ultimate beach cruiser”, capable of transporting passengers in style whether it’s “from A to Beach” or “from A to Party”. Quite.

Power comes from a single 66bhp electric motor mounted on the rear axles good for a top speed of 75mph, while the 20kWh battery pack provides around 112 miles of range. Extra easter eggs come in the form of a fully washable interior, a 60-litre picnic-perfect fridge in the frunk, and brackets for watersports gear.

First-in-line buyers can expect to pay a premium of around £56k and a delivery date of late next year, with a second batch, and a price tag of around half that, expected in 2025. How’s that piggy bank looking?

[Click here to find out more...](#)



04 Citroen My Ami Buggy

The cutesy Citroen Ami attracted plenty of fanfare when it was unveiled back in 2020, and the French manufacturer was quick to capitalise with a couple of special editions including this, the My Ami Buggy.

The city car turned off-roader featured a new khaki paintjob, tubular doors, foldable/retractable canvas roof, rear wing (really), and 14-inch gold steelies, plus all-important adventuring essentials including front and rear bumper reinforcements and wheelarch extensions. Heck, Indiana Jones wouldn’t look out of place in this thing.

He would, perhaps, want a slightly quicker escape vehicle – the Buggy gets no upgrade on the regular Ami’s 8bhp motor and 5.5kWh battery, meaning a top speed of somewhere in the 30mph mark, and a total range of 47 miles.

Nevertheless, the public lapped up the My Ami Buggy, with the 50-run limited edition selling out in [17 minutes 28 seconds](#). Wowers.

[Click here to find out more...](#)





05 VW ID.Buggy

Back in 2019, Volkswagen revealed its own Meyers Manx-inspired coastal cruiser at the Geneva Motor Show – the ID.Buggy concept.

Built on the same platform as the manufacturer's ID range, the two-seater does without fixed doors or roof with the interior reportedly fully weatherproof. Additional off-road features include aluminium underbody protection, 18-inch wheels with all-terrain tyres, rollbars, and tow hooks front and rear. Handy.

Power, meanwhile, comes from a 202bhp rear-mounted electric motor capable of 0-62mph in 7.2secs and a top speed of 99mph, with the 62kWh battery capable of around 155 miles. Plenty for finding yourself a secluded beach away from the crowds, in other words.

The ID.Buggy however, was never intended for production, with the concept instead built to prove the versatility of Volkswagen's MEB platform. Still, the Germans also announced in the accompanying press release that it would offer "external producers" the platform, should they wish to build the beach cruiser of the future. Feeling inspired?

[Click here to find out more...](#)



06 Skoda Element

How does a Skoda Citigo with no roof and no doors strike you? You might say the perfect beach buggy bake, if you were feeling alliterative.

Well, back in 2017, a team of 21 students at Skoda's Vocational School had exactly the same train of thought – and set about making it a reality. Called the Skoda Element, in addition to shedding the roof and doors they raised the ride height by 60mm, added stronger underbody protection, and fitted 16-inch alloy wheels wrapped in all-terrain tyres.

Being youthful students, they also naturally decided to throw in a 400-watt sound system, a cool box in the boot, and a smart TV hidden behind the front seats, all powered by a solar panel and additional battery. Sounds like just the ticket to a beach party.

Speaking of power, under the bonnet there's an 80bhp electric motor capable of powering the Element from 0-62mph in 13secs on to a top speed of 81 mph, while there's enough juice in the battery for around 100 miles. And all this achieved in just 1,500 hours...

Just us that wishes this had made it into production?

[Click here to find out more...](#)





07

Citroen E-Mehari

Back in 1968, Citroen launched the Mehari, an open-top, plastic-bodied beach buggy based on the 2CV. Fast forward to 2016, and the French manufacturer decided it was ripe for a refresh, with this – the all-electric E-Mehari.

It was powered by a 67bhp electric motor and had a top speed of 68mph – somewhat at odds with the fast-running camel it's named after. Then again, the E-Mehari wasn't intended for the drag strip, but instead cruising around France's famed beach resorts. As we intend to do when our numbers finally come up in the lottery.

And in truth, that's likely all the E-Mehari could manage, with a range of up to 124 miles. Like the original, the bodywork was bump-friendly plastic, while you also got a fold-down rear bench and hose-down interior for power washing any sand away.

Sadly, it was never intended for the UK, and priced around 28,000 euros, you'd have needed deep pockets to buy one anyway. Not a bad holiday rental, though...

[Click here to find out more...](#)



08

Volkswagen e-Beetle

The much-loved original Volkswagen Beetle had all the ingredients to be a purpose-built beach buggy, so how does a plug-in Bug for the modern age strike you?

You'll surely know, of course, that the Type 1 Beetle met its maker back in 2003 following a production run of over 21 million models. Fast forward to 2019, and VW announced an electric conversion kit offering any tired old Beetles a new lease of life.

The result of a team effort between Volkswagen and a company called eClassics, the former supplies the 81bhp powertrain from the e-Up to the latter, who shoehorns it into the Beetle. VW says it allows for 0-50mph in just over eight secs on to a top speed of 93mph.

The 36.8kWh battery reportedly offers a range of up to 124 miles – many miles of blissful Bug motoring, in other words – and should you run out, it'll support fast charging, too.

Sacrilege, or a match made in heaven?

[Click here to find out more...](#)





09 Dacia Manifesto

Dacia is best known for its cheap and cheerful approach to motoring but that's not to say it doesn't ever surprise us with the odd curveball as it did with this – the Manifesto concept.

Revealed at the Paris Motor Show earlier this year, Dacia describes it as “a super compact and fully open SUV, so passengers can feel at one with nature”. Indeed, there are no doors, no windows, and no wind-shield – goggles are probably a must have here, folks.

OK, it looks better suited to the moon than it does to Margate, but you do get several beach buggy friendly innovations, including a headlamp that can be removed and used as a torch, seat covers which double as sleeping bags, a removable battery that can be used to power anything you so wish, and chunky airless tyres. Oh, and it's fully jet washer proof, too.

While there's no word on powertrains, and it's unlikely it'll ever make production, a car this space age surely suits electrification, right? Just in case the big bosses are reading this...

[Click here to find out more...](#)



10 Renault Twizy

Back to the real world, and a car you can actually buy – the Renault Twizy. At least you could until recently, with Renault having discontinued the model in 2021. Ah.

To the classifieds it is, then – because the Twizy has *already* proven its beach buggy credentials in many a Spanish beach resort, including traversing the volcanic landscapes of Fuerteventura. And if it can handle that, it can surely handle the likes of Folkestone.

Yes, it may only get a 17bhp electric motor, a top speed of 50mph, and a maximum range of 62 miles. But its 7kW battery can also be charged in just three and a half hours from a domestic power socket – giving you plenty of time for a quick dip in the sea, fish and chips, and an ice cream, or all three, if you so fancy it.

With used models currently fetching between £6-8k, the Twizy is also by far the cheapest beach buggy on this list, and makes a convenient commuter car in its spare time, too. What's not to like?

[Click here to find out more...](#)





BITCH CAR

The ambition with the Bitch Car concept is to create a desirable and affordable open electric beach car for 2+2. Reuse and recycling will be the hallmark of this strive. And reusing already recycled material can be an opportunity which up to presently has been overlooked.

The starting point of the concept development will be an existing platform with a reputation of excellent functionality and reliability. There also has to be decent access to second hand market vehicles containing this platform. Nissan Leaf and BMW i3 may fulfil these criteria. Our choice has been of the latter since i3:s technology offers more of excitement when it comes to configuration and material selections. Also a weight of 1250 kg including batteries will enhance the development of an efficient small sports car. A driver to hold a realistic budget in this project will be to make largest possible and necessary improvements and still keeping as many parts and systems from the existing as you can.





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Pour one out for the beloved BMW i3. After an impressive eight-and-a-half-year run with a quarter of a million units sold in 74 different countries, the tiny EV/hybrid hatchback is being discontinued. Inevitably the i3 will make way for a new pure electric crossover slotted underneath the iX, dubbed the iX1, but not before BMW sends off this icon in style.

During a special delivery ceremony at the [BMW Welt](#) facility in Munich, Germany, the automaker lined up the final 18 examples of the [i3](#) for a handful of lucky customers to take home. Each car sported the same Galvanic Gold and black finish as a tribute to the i3's longstanding success.

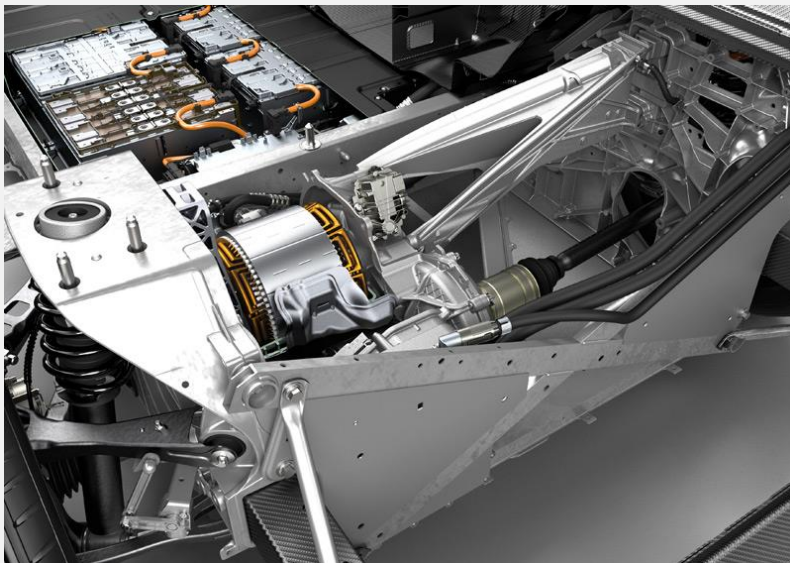
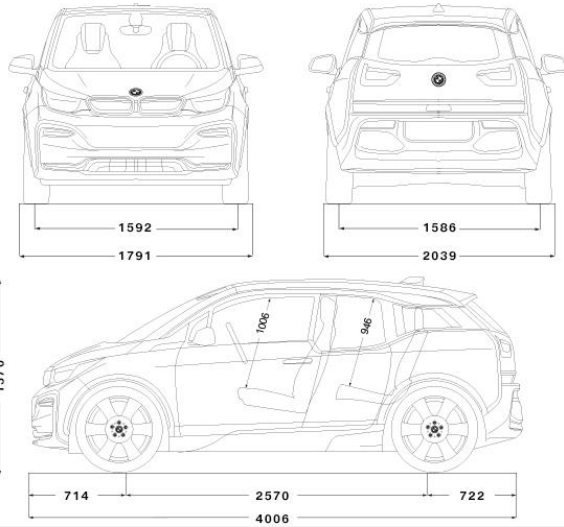
"At the start of its series production eight and a half years ago, it was considered a visionary and exotic," BMW said in a statement. "Since then, the compact vehicle with electric drive has established itself as a pioneer for locally emission-free driving pleasure and holistic sustainability."





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Life-Modul mit CFK-Fahrgastzelle

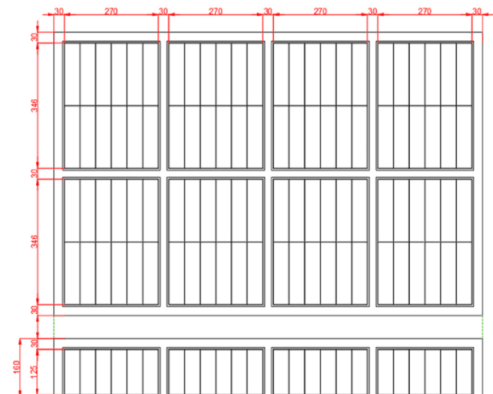
Drive Modul

Außenhaut



Lithium-Ionen-Batterie

E-Maschine mit Leistungselektronik



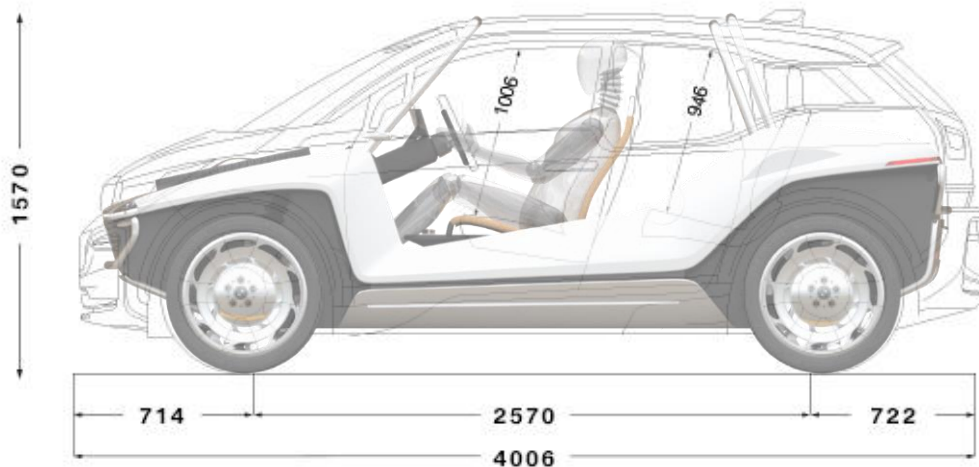
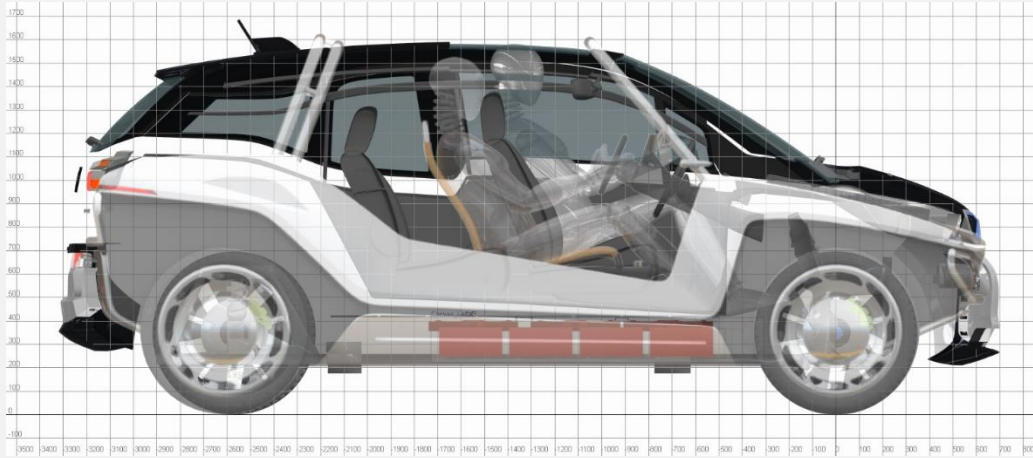
TOP VIEW

SIDE VIEW

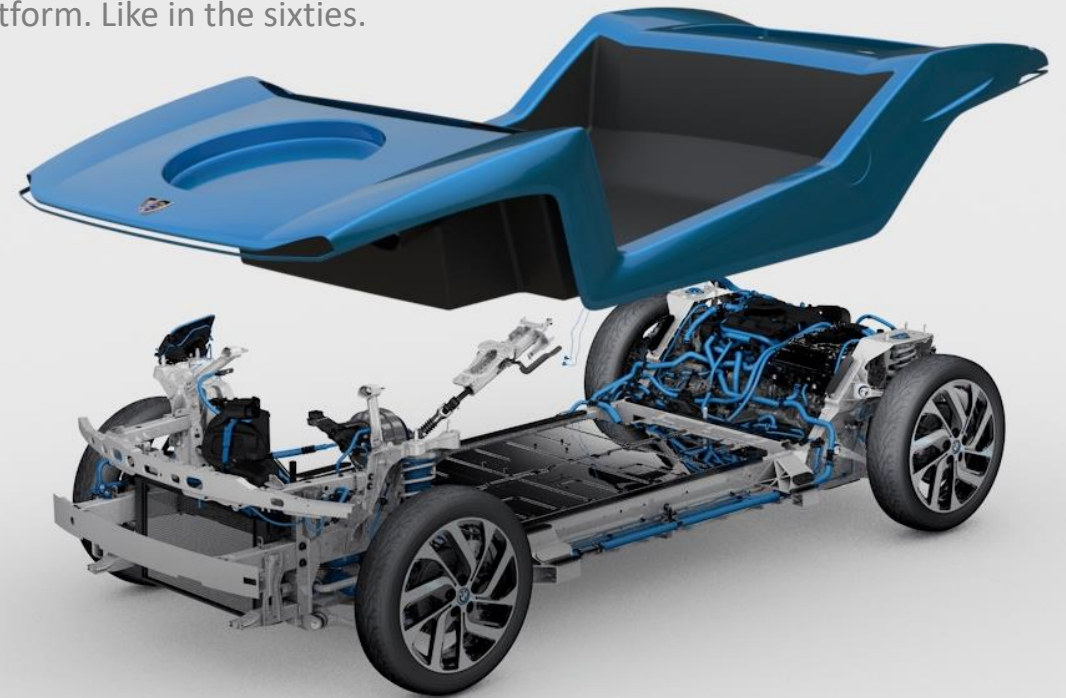


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In the present BMW i3 you sit on top of the battery modules. This generates a fairly high vehicle. The idea is to preserve the existing platform as a base for the BITCH CAR. It means that you will keep the drive train, including motor, batteries and regulators, and the chassis with its aluminium frame and wheel- and suspension arrangements. Adding a complete body unit in composite to the self supporting BMW i3 platform reminds a lot of doing the same thing with an old VW Beetle platform. Like in the sixties.





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There is space for a 2+2 set up but the standard arrangement will be a 2-seater with a luggage space behind. Simple but ergonomic seats in a cane webbing fashion (just like in the sixties). They can also be equipped with a headrest in the same style. Safety belts will of course be there but these are not illustrated in the images.



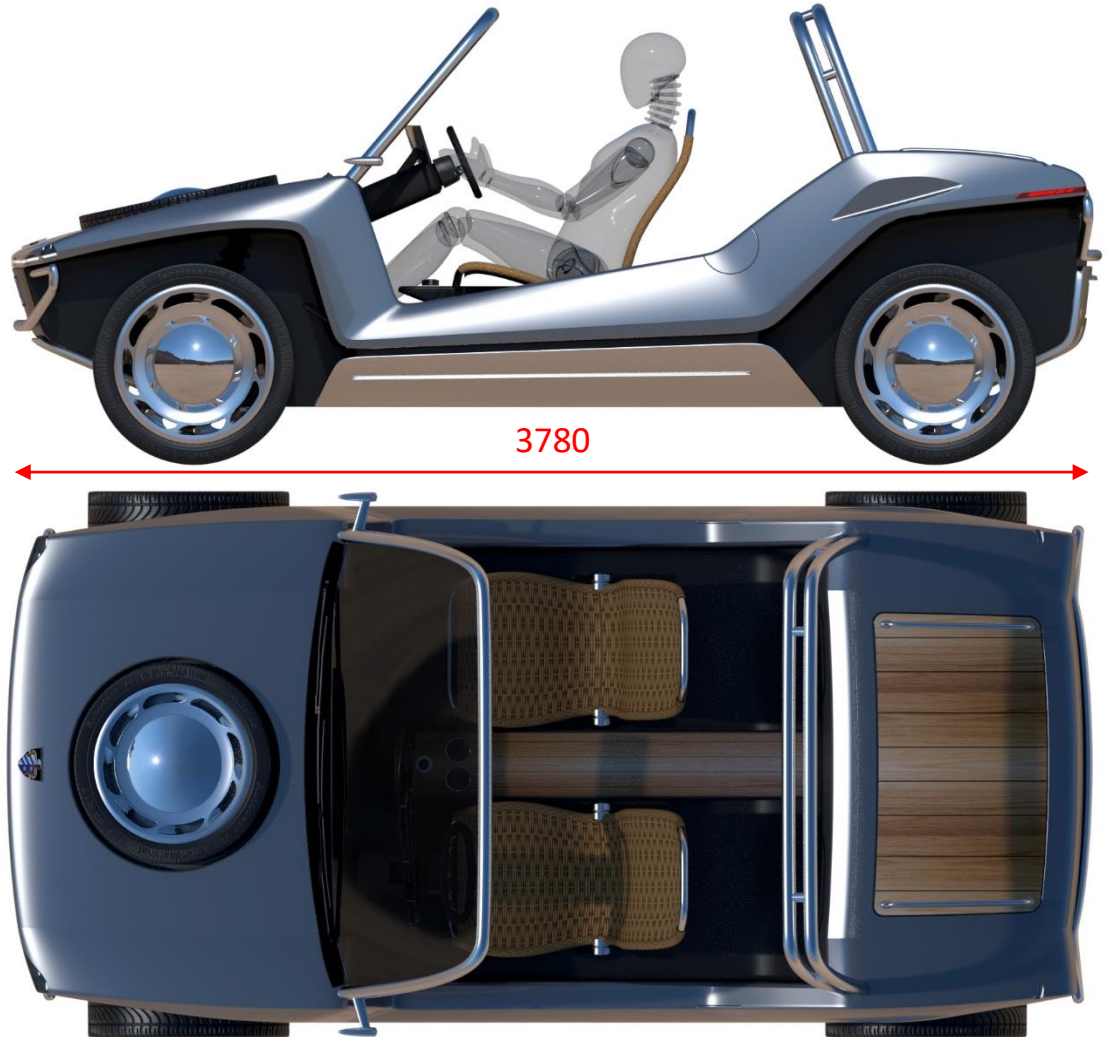
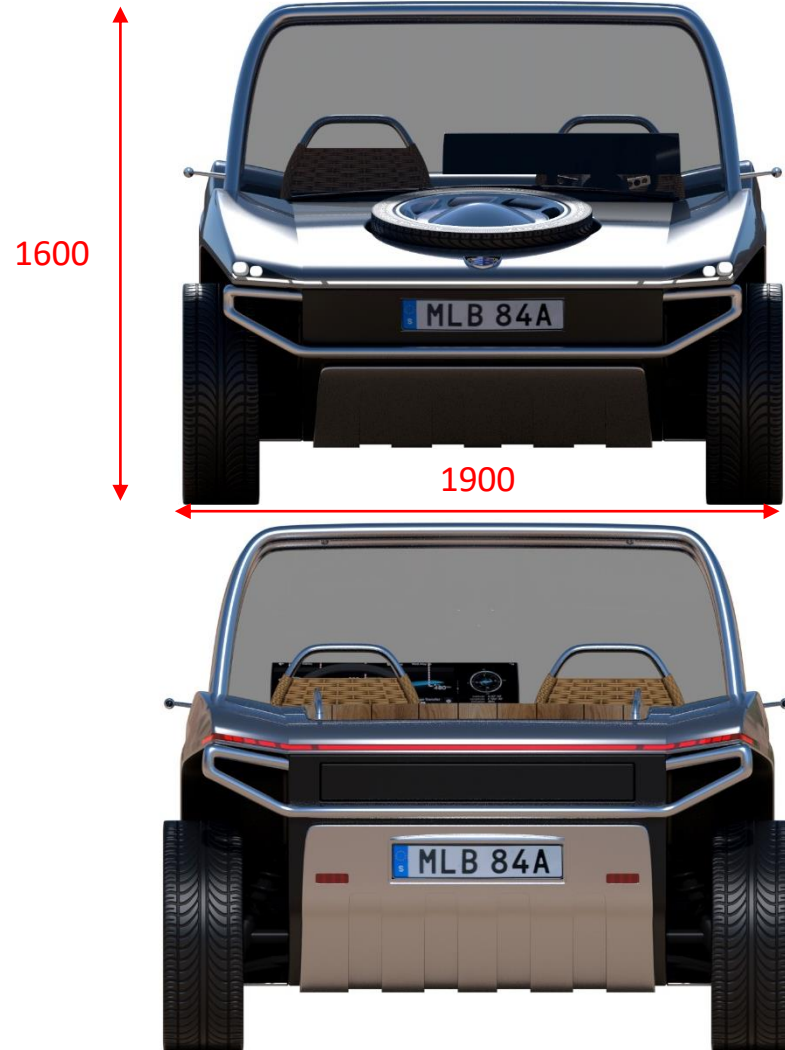
The concept is simple like any “Beach Buggy”. A one unit body in composite is the main component. No doors, no roof means no complicated seal procedure. An open car with a tubular structure. A rigid windscreen frame and twice this structure in the roll bar serve as a driver and passenger protection. Both units pointing at their respectively wheel axle – means also visual strength.





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There are basically four areas for storage. The spare wheel is kept at the front and underneath there is room for charging cables. If you don't select the optional extra mini seats there is a fairly large luggage space behind the front seats. Under the boot lid there is a shallow space for locking in valuables. On top of this lid there are rails for attaching load onto this wooden platform.

This vehicle is primarily an open car and interior materials will sustain light rain. If you want some protection against rain, or the sun, you can easily stretch out a concertina like "umbrella" between the windscreen frame and the roll bar.





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There will be an optional foldable tent tailor made for the car. The standard car will be prepared for carrying this unit that will attach closely to the surfaces of the car. In other words it will create a weatherproof shelter with only some minor gaps for ventilation.



The idea is that you should love your Bitch so much that you will spend day and night with it. Making it possible to stay over night creates good opportunities both for nature lovers and beach bums. Like a snail with its house you will even be able to drive the car with the tent up as long as you unfold the entrance doors and keep the rear view camera on.



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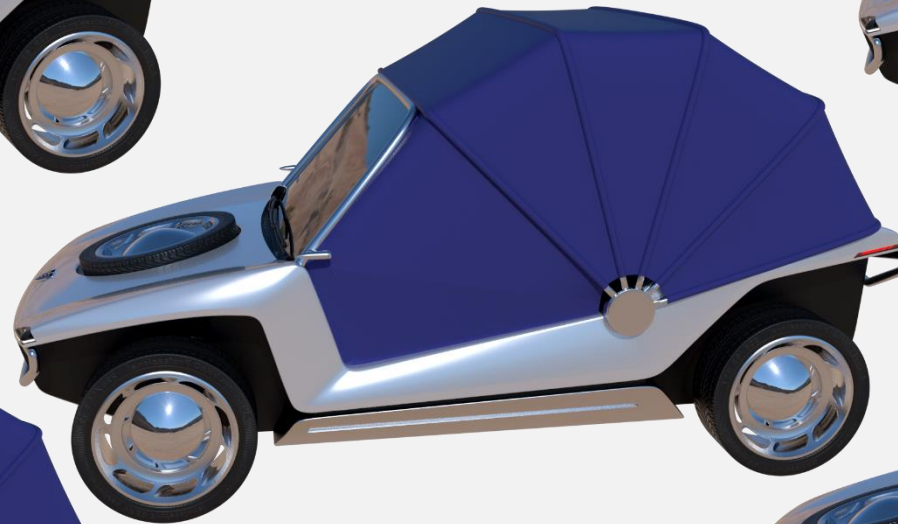
The standard car is prepared for the optional tent. Pull some plugs and you can attach the pivot centre of the tent structure to the body. The fixed part of the tent will attach to the cut outs in the rear fenders and the tent will be folded forwards from there.



With the side doors open you can drive the car with the tent up.



The folding operation can be either manual or electric depending on your choice.



In the front the tent will be attached to the windscreen frame. A foldable door each side will allow for entrance and exit of this "mobile home".





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The interior space is quite generous thanks to the tent envelope. This will give you a decent ceiling height for moving, sitting and living inside the tent. Also the large air volume means increased comfort for being in this cocoon. An inflatable mattress will improve the comfort over the folded seats and the in level centre console.





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Living 24 hours in the vehicle also means being able to eat and drink in connection to the basecamp. Thanks to a fairly large battery capacity in the car there will be an option of integrating an electric stove top in the concept. This is operated like a drawer and you just pull it out of the rear of the car. In the trunk an optional mini fridge may be installed.





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Even though there may be a number of options for this car the standard unit will be very basic like the old beach buggies. The major tool will be the one for making the complete body in one shot. Other parts will be of bent sheet metal and bent tubes. And maybe adding some fine wood and cane webbing to implement an accent. The latter will give a retro feel and connect to the beach cars of the sixties where you could charge a lot extra for the rebuild....



The styling will of course be of great importance when it comes to setting the price for this vehicle. The ambition is to reach a level where simplicity reads exclusivity and the fun will come out of agility and handling. This will hopefully be reflected in the styling of Bitch Car....



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Will a coloured front and white wheels make it more Beach Buggy like? Will it make it better?



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A perfect car for couples with nothing better to do than just strolling around in the sun...

The Bitch Car belongs to the beach in the sun. That will be its major arena. But you have to be comfortable living with the car also on a rainy day. Not as an every day car but for moving between the glamorous moments in your life.....





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The car is meant to be entertaining when it comes to driving. A pleasant chassis set up thanks to the BMW i3 base and excellent torque and acceleration due to the electric motor will guarantee that.





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With these properties of driving and handling at hand what stops you from taking your Bitch to the race track, removing your spare and the hub caps, putting on a helmet and start racing?



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