

Zeitschrift



The dangers of mixing elephants and Volkswagens.

July 2012

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VW's 2011 sales data

Norm's Fish & Chips run

VW wrecked by elephant

VW-Porsche 914

Audi wins Le Mans

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Committee Positions

Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Now affiliated with CAMS.



Club VeeDub Sydney Committee 2011-12.

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	president@clubvw.org.au	
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	vicepresident@clubvw.org.au	
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Brian Walker	Jeff Dunn	Herb Gutmann
John Ladomatos	Norm Robertson (JP)	
General Committee:		
Ron Kirby	Laurie & Gwen Murray	
Wayne Murray	Grace Rosch	
Ray & Shirley Pleydon		
Canberra Committee.		
Chairman:	Bruce Walker	0400 119 220
Secretary:	Renee Richards	0438 113 126
Treasurer	Bruce Walker	0400 119 220
Autofest/Events	Simon Mead	0411 270 260
Registrar:	Iven Laufer	(02) 6254 1142

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney PO Box 1135 Parramatta NSW 2124	or	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570 (02) 9534 4825
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Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - please email the Secretary if you are interested in this option.

We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month; late submissions will be held over.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (>2006) are also available at www.clubvw.org.au

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney.*

We thank our VW Nationals sponsors:

25 years.

Volkswagen Group Australia	H&M Ferman
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Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

All VW owners and their kids are invited to the

WINTER DINNER AND VW MOVIE NIGHT

Friday 20th July

Hubertus Country Club

205 Adams Rd, Luddenham (UBD 224 A15)

Entry and movies are free!

- 6:00pm - Dinner in the Club's 'Lake View' room (VW club only). Quality German food in relaxed and informal surrounds. German beer on tap. Main meals - Pork Knuckle or Schnitzel from ~ \$25, Kids' meals ~\$12. Bookings essential for dinner - phone Raymond on 040 820 7228 to reserve your space.



- 7:30pm - Cartoons on the giant screen in the 'Lake View' room. Entry is free! Tonight we present some Batfink and Karate cartoons from the 1960s. Batfink drives a pink VW called The Batillac. Kids and grown-ups alike will love them!

- Then we'll have an interval for drinks and coffee, followed by a full presentation of the original Walt Disney's Herbie Goes To Monte Carlo (1977).

**DON'T MISS THIS FABULOUS NIGHT OF
FAMILY VW ENTERTAINMENT !**



A SPECIAL DOCUMENTARY EVENT



VW Nationals 2012



Screening Program

A detailed coverage of the VW Nationals Supersprint at Wakefield Park racetrack and the show day at Fairfield Showgrounds

**Screening at the Edge Cinema,
225 Great Western Highway, Katoomba
Sunday 22nd July 2012**

**Tickets \$15.00. Bookings/Enquires/ etc call Phil on 4787 1841
or 0407 180 446**

So why not come along and relive the event and you may even see yourself on the silver screen at *the edge cinema*.

- 1. Club convoy will be meeting M4 McDonalds truck stop at 10 am for a 10.30 am departure, contact Steve Carter 0439 133 354 for more info.**
- 2. 11.30—12.00 park VWs on cinema forecourt and buy movie tickets at the door \$15.00**
- 3. 12.30—1.30 pm German lunch at Paragon Cafe (5 minute walk from the cinema). Please phone to book your spot at the Paragon Cafe 02 4782 2928 one week prior to the day**
- 4. 1.30—2.00 pm Return to Edge cinema**
- 5. 2.00—4.00 pm Screening of the 25th Anniversary VW Nationals**

VALLA

VOLKSWAGEN SPECTACULAR

2nd-6th AUGUST



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Council of Motor Clubs Presents The Shannons Eastern Creek Classic

**Saturday & Sunday
18th & 19th August 2012**

Saturday

**Saturday CSCA Supersprint Circuit Event from 10am
Trade displays & sales in Pit Garages all day Saturday
and Sunday.**

Special Displays for

- 100 years AEC Buses & Trucks
- 90 years Austin 7
- 50 years Lotus Elan
- 50 years Valiant
- 50 years MGB
- 50 years Mk. I Cortina
- 50 years Isuzu Bellelt
- 50 years Triumph Spitfire
- 50 years Studebaker Avanti
- 50 yrs Alfa 105 Series
- 50 yrs Austin Freeway
- 50 yrs Wolseley 2480
- 40 yrs Fiat X19
- 40 yrs Morris Marina
- 40 years Torana LJ GTR XU-1
- 40 years Mercedes-Benz Club of NSW

Sunday

Gates open at 10am

**Over 1900 Veteran & Classic vehicles
from 150 clubs on display and on
parade, including cars, bikes,
scooters and military vehicles.**

- Double-decker bus rides around the track,
- Concours Display
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Don't forget, Father's Day is coming up soon!

**It's a day for all the family with lots of
things for Dad, Mum & not forgetting
the kids with clowns & face painting**

General admission \$15

Kids under 12 years & Parking FREE

Part of the



YOU'RE INVITED!
Burwood Spring Festival
SHOW & SHINE
Sunday 16 Sept 2012 – 10am to 5pm
Burwood Park Burwood

Car owners and car clubs mark this event on their calendar and we'd like you to do that too so that you don't miss the Festival!

Your display space is on the oval at the back of Burwood Park and it's waiting for you to fill it. So pack a picnic lunch, drag out the picnic chairs, and make a great day of it.

Apart from catching up with old friends, there are the food and merchandise stalls, the rides and stage entertainment of the biggest community festival in the Inner West to keep everyone entertained.

To enter, just complete and return the attached form by Wednesday 5 September and you are booked in. On the day, enter at the back of Burwood Park; pay the \$10 entry fee, and the volunteers from the Burwood SES will show you where to set up.

If you let us know on the day, Judges from the Council of Motor Clubs will judge your car and if you've got the best vehicle in your category you could be the proud owner of one of these great trophies –

- ❖ Best Veteran or Vintage – up to 1929
- ❖ Best 30s Classic
- ❖ Best 40s Classic including WWII vehicles
- ❖ Best 50s Classic
- ❖ Best 60s Classic
- ❖ Best 70s Classic
- ❖ Best Modern – 1980 onwards
- ❖ Best Commercial Vehicle
- ❖ Best Motorcycle
- ❖ Best Exotic or Unusual
- ❖ Best Hot Rod
- ❖ Best Street Machine
- ❖ Best Custom
- ❖ Best Unmodified – Original or Restored
- ❖ Mayor's Choice – Best in Show

Closing date is Wednesday 5 September but don't wait – send you form in now and book your space!

See you there!

*** Book your show spot!**
Phone or email Rhonda (below)
Tell her you are with Club Veedub

Rhonda Sclanders
Show & Shine Coordinator on behalf of Burwood Council
Phone 9747 2757 or email show.n.shine@bigpond.com

**ALL PROCEEDS TO THE
BURWOOD
STATE EMERGENCY
SERVICE**



SHANNONS

German Auto Display Day

Club VeeDub

Canberra Chapter main event for 2012

Saturday 22 Sept - Club Cruise: Meet at Russell Offices carpark @ 2pm for a 2:30 departure. Club sausage sizzle afterwards. Wear your club shirt. Snags & drinks on sale for non-members.

Sunday 23 Sept - Show Day

National Library Lawns, Parkes, A.C.T.

Food and drinks available for sale.

All German Marques in attendance.

Cars must register at the VW Club tent.

Cost: Members \$10, non-members \$15.

All cars **MUST** have drip trays regardless of engine condition.

Details at canberravw.com closer to the event.

Von dem Herrn Präsident.

Well, Norm Robertson organised a wonderful club outing to Kiama Golf Club via a car museum a few weeks ago. We had a really nice drive and a good turnout but more people attending would have been good.

Raymond and Phil are organising the Herbie Movie and Dinner Night at the Hubertus Club on Friday 20th July. The German food is fantastic for both adults and kids, and there will be Batfink cartoons on the big screen for the kids during dessert and coffee. Then Herbie Goes To Monte Carlo on the big screen. Don't miss it!

Norman Elias and Joe Buttigieg will soon be setting off on the Bug Off Cancer drive, to raise funds for cancer research. They will drive out to South Australia and Alice Springs and come home via Tamworth. I plan to meet Norman and Joe at the Twin Servos at Wyong between 12.00 and 1 pm on Saturday 21st July to give them an escort back into Sydney. If you have the time please come along.

Please remember that if you're coming to the Edge Cinema on Sunday 22nd for the VW Nationals Documentary, don't forget to book into the Paragon Cafe for lunch. Meet us at the M4 Eastern Creek servos, westbound, for the cruise up. See the flyer for all the details. We hope to get a fantastic turnout.

The VW Spectacular will be on soon at Valla Beach on the 1st weekend in August. This is one of the best VW gatherings in the country. If you have never been this could be your first year.

The next club meeting will be the Annual General Meeting, all committee positions will be up for election, so if you have thought about joining our committee now is your time to give it a go. In this issue there is a description of what each committee person does. We need your help to run our club.

I hope you like the photo of my new VW.

See you soon,

Steve Carter



Kanberra Kapitelreport.

Here we are in mid-winter already. How quickly is this year moving along? This month the locals travelled to Bowning, look for a report elsewhere in the magazine. It was a great day and we had some excellent food.

Coming up in July is the Club VeeDub AGM in Sydney. It's an excellent way to hear about the running of the club and meet more dubbers, so head up if you are able. At the end of the month, Simon has organised a day trip to Bathurst, a top place to go if you want to take your Dub for a longer run with friends! See the information in the magazine and contact Simon for more information, it should be an awesome trip.

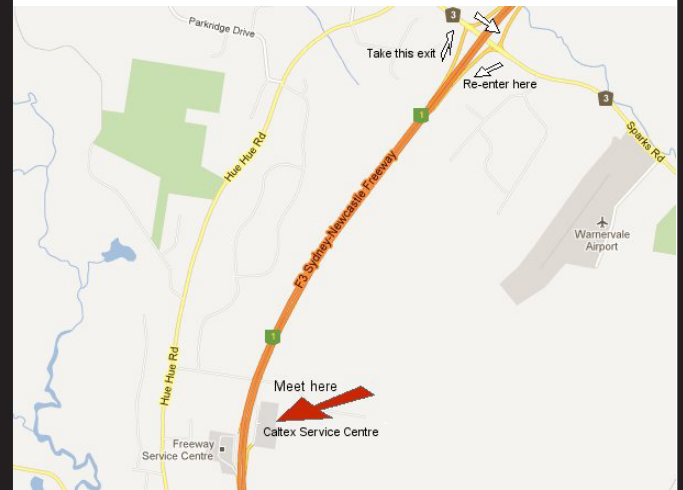
Bug-Off! Cancer Cruise

Meet Norman and Joe on their return from the 'Bug-Off Cancer' fund-raising drive, and escort them back to Sydney!

Meet at the south-bound Caltex servo, on the F3 Newcastle-Sydney Freeway, at 12:00 midday on Saturday 21st July.

To get there you'll need to go slightly north to the Jillaby-Wannervale exit, go right under the freeway, then right again back onto the freeway to come south back to the servo.

Enquiries phone Steve on 0439 133354



In early August, a number of locals are heading to Valla and have listed the details, if you want to go along contact Jay and save a space in the convoy. There are website details for this event listed with the info in the magazine.

Don't forget German Auto Display in September – Cruise on the 22nd and the Carshow on the 23rd. More info next month on our big event for the year.

Canberra Events:

Bathurst Run, Sunday 29th July: Be ready for a departure by 07:30. Arrive approx 11:30, cruise along Mt Panorama, grab some lunch, visit the car museum, then head home. Contact Simon for more details:

rockthesmead@hotmail.com Please contact Simon and inform him if you do intend of travelling up, so that he has an idea of numbers.

Valla: Members from the Canberra Chapter will be driving up to Newcastle on Wednesday August 1st, then continuing on to Valla on the Thursday 2nd, and returning to Newcastle on Monday 6th, and home on Tuesday 7th of August. You will need to book yourself a room for the nights of Wednesday August 1st, and Monday August 6th. We will

be staying at Newcastle Hotel Formule 1. You can either call and book (02) 4950 0244, or book online. <http://www.hotelformule1.com/gb/hotel-3493-formule1-newcastle/index.shtml> If you have not yet booked for the weekend, contact Donna on donna501@bigpond.com or see the Volkswagen Spectacular website, which is <http://volkswagenspectacular.com/> This is for accommodation, but also bookings for the Saturday night fancy dress dinner (theme: TV and Movie characters) and any other things you want to attend eg. Show n shine, swap sites. If you have any questions etc, Please contact Jay on janetc@ocean.com.au Please contact Jay and inform her if you do intend of travelling up with the club, just so we have an idea of numbers.



Bruce

Klub Kalender.

**** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.*

July.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **Tonight is the AGM - all positions are vacant and are re-nominated / voted on. Why not try your hand at a position?** 8:00pm start.

Friday 20th:- Winter Dinner and Movie Night at the Hubertus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons, a coffee and dessert intermission, then Herbie Goes to Monte Carlo (1977) on the big screen. A great family night out! Contact Raymond on 0408 8207228 for more information.

Saturday 21st:- Norm's Bug-Off Cancer Drive meetup. Meet Norm and his VW cruisers on their run from Tamworth at the Wyong twin servos at 12:00 midday. Cruise together back into Sydney. Contact Steve Carter on 0439 133354 for more info.

Sunday 22nd:- VW Nationals Movie Day at the Edge Cinema, Katoomba. Meet at the M4 westbound McDonalds, Eastern Creek, at 10am for 10:30am cruise to Katoomba. Lunch in Katoomba then 2pm-4pm screening of VW Nationals 2012, Supersprint and Show, on the big screen. \$15 tickets. Contact Steve Carter on 0439 133354 for more info.

Monday 30th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Club Veedub AGM. Thursday 19th July 2012.

The July monthly meeting is also our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be invited. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to nominate for a position on the committee for 2012-13. We are always looking for new blood, new enthusiasm and new ideas. We welcome your input to help make our VW Club bigger and better than ever.

See the article in this month's issue, which describes each position in more detail. Or talk to the current person - the committee list is on page 2.

Whether you'd like to stand for a position, or just have a say in how your Club is run, please come along to the AGM.

August.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 2nd - Sunday 5th:- Volkswagen Spectacular 2012 at Valla Park, northern NSW. Thursday and Friday is racing at Raleigh Raceway for the inaugural Ben Durie Trophy. Saturday is the VW convoy to Nambucca Heads and the swapmeet at Valla. Sunday is the Show n Shine (with Top 10 VWs). Charity auction, live bands and fireworks. Contact Donna on 0427 695203 or email donna501@bigpond.com

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 19th:- Shannons Eastern Creek Classic 2012 at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track.

Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. It is the 30th anniversary of the T3 Transporter in Australia, so we will feature these in our display. Contact Dave Birchall on 0415 957030 to reserve your spot.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

September.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the street festival, with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.shine@bigpond.com - say you are with the Volkswagen Club display.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 23rd:- Canberra Autofest. Saturday afternoon sausage sizzle. Sunday is the German Autofest car show on the National Library lawns (drip tray required). \$5 entry. Food and drink available, kids show and activities. Contact Bruce on 0400 119220 for more info.

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Sunday 30th:- German Oktoberfest 2012 at the Hubertus Country Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band, slap dancing. Market stalls, kids rides! Club Veedub will have a Volkswagen display in a prime parking position and a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!

Sunday 30th:- VW Warwick 2012 Drag Racing at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See www.vwma.net.au for more info.

October.

Thursday 4th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 21st:- Driver Training Day at Marulan Race Circuit, north of Goulburn. CAMS Licence needed, or you can buy a Marulan licence on the day. In conjunction with Wollongong Sporting Car Club. Contact Steve Carter on 0439 133354 for more info.

Sunday 28th:- Southern Highlands Motorfest 2012 at Chevalier College, Bowral. Open to all types of classic cars, trucks and bikes. Informal show n shine event with trophies awarded to all categories. County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. Let's see LOTS of Volkswagens this year. **Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.**

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

November.

Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus



Club On-Line Shop Clearance 25% off ALL Nationals and "Legend" products until the end of August Promo Code: **wvwzzz25**



Did you know that you can also pay
for your membership, sponsorship,
advertisements, etc on-line?

VW socialising, drinks, raffles, trivia and plenty of prizes.
Lots of fun, all welcome. 8:00pm start.

Sunday 25th:- Melbourne Day of the VW 2012 at Yarra
Glen Racecourse. Show n Shine, trade displays, swap meet
and more. Public entry 9am. For more info visit the VW Club
of VIC at www.vwclub.com.au

Monday 26th:- Canberra General Meeting at the Canberra
Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for
non-members. All ads will be published here for two months.

All published ads will also appear on our club website,
www.clubvw.org.au Photos can be included on the website but not
in Zeitschrift. All ads will appear in Zeitschrift first so our members
have first chance to see them. They will then be transferred to the
club website on the third Thursday of the month.

Non-members please post us a cheque or money order for
\$10.00, payable to: Club Veedub Sydney, c/-
14 Willoughby Cct, Grassmere NSW 2570.

New Ads.

For Sale:- Unfinished project 1971 Superbug Convertible
under hi-fill. The car has been garaged and covered. Together

with the purchase of the vehicle comes a spare Beetle for
parts, door seals and door moulds. Please contact seller
regarding any questions you may have. Asking Price \$4,800.
Contact Arthur on 0400 384 833.

For Sale:- 2009 VW Tiguan, 54,000 km in excellent
condition. For more details SMS my rego BKI58R to
04carsales. Asking Price \$25,750. Contact Justin Hales on
Phone (Business Hours) 0431006796 or email
hales.justin@gmail.com

For Sale:- 1980 VW Scirocco Storm Mark 1 - current owner
for over 31 years. Comes with Oz compliance, paperwork,
Owner's & Workshop Manual. Rare - only a few in Australia.
Just out of rego. Original, runs well. Leather upholstery,
1588cc fuel injected, 5-speed manual gearbox. Low kms.
Some rust and other issues to address for car this age. Looking
for restoration home - don't have time myself. Sale price
\$2,900 or nearest offer. Inspections welcome. Contact Tony
(Club VeeDub member) on 0403992719 or email
tonykay51@hotmail.com

2nd Month Ads.

For Sale:- 1972 VW Superbug, "IRENE". Regretful Sale
Great project car!! Very regretful sale but I don't have enough
time for it sadly. Has a great motor needs new battery and
service. Tyres in great condition. Needs body work. Rust in
original roof and doors. Comes with spare roof. Unregistered,
located in Narrabeen. Asking Price \$1,800 ONO Contact

Trades and services directory.

Trades and services directory.

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Dr. Moshe
Tel: 9534 1077
A.H: 9596 1817



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Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.


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Typical late model oil and filter service: \$240
*Using synthetic oil, German filters,
30 point safety check and VCDS Scan*

Typical early model oil and filter service: \$165
*Using mineral oil, German filters,
30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737
Or call in at: **Unit 20/6 Badgally Road,
Campbelltown, NSW, 2560** (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!



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Wanted:- I am seeking parts for a 1974 Kombi (bus) including:
2 litre engine - either running or suitable for rebuild
Set of seats middle and rear
Set of front seats - with headrests
Rear bumper
If you can help, please contact Tony on 0402 271 465.

For Sale:- 1975 Superbug L 1600. Engine in good condition. Yellow. 112,300 km (I'm pretty certain it's only on it's second round). Always garaged, I'm the third owner. (The first owner had the car for 28 years, the second for around 4 years and myself for almost 5 years.) Has been rust-proofed. Also includes a luggage roof rack Things that need attending to (though none are urgent) include some rust in the front pillars, cleaning up the wheels and bumper bars and a floor mat. The original rubber floor mat fell to pieces recently. All recent receipts. Serviced by the late Ben Durie and under the

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VW's record Australian sales in 2011.

As reported in the January 2012 issue of Zeitschrift, in 2011 Volkswagen Group Australia achieved the highest ever sales for Volkswagen in Australia in the 57 years since they were first sold here in 1954. According to official VFACTS data produced by the Federal Chamber of Automotive Industries, VW sold **44,740** vehicles in 2011, a 17.7% increase over the 38,016 sold in 2010.

The largest sales figure recorded here in the air-cooled era was in 1964, when VW Australasia's Clayton factory made 34,588 vehicles and sold 31,419 – the other 3,100 were exported to New Zealand, Malaysia, Fiji, New Guinea and other islands of the south Pacific. This 1964 record stood for 46 years until beaten by the 2010 result.

In 1964 VW's entire local range – the 1200 Beetle, 1500 Sedan and Wagon and 1500 Transporter – were all locally manufactured in Australia. Only the Karmann Ghia was fully imported from Germany, but a mere 28 were sold in 1964. Today, however, every one of the local Volkswagen range is imported, from Germany, Spain, Portugal, Poland, Slovakia, Mexico, Argentina and South Africa.

With the recent release of the FCAI's Black and White Data Book for 2011 (produced by Glass' Guide), we can now reveal VW's 2011 local sales in detail.

The top ten makers' sales (overall) were Toyota (181,624); Holden (126,095); Ford (91,243); Mazda (88,333); Hyundai (87,008); Nissan (67,926); Mitsubishi (61,108); **Volkswagen (44,740)**; Subaru (34,011) and Honda (30,107). Volkswagen moved up two places from 10th in 2010 to 8th in 2011, passing Honda for the first time since 1973, and Subaru for the first time since 1976. VW was Australia's favourite European make for the seventh year in a row.



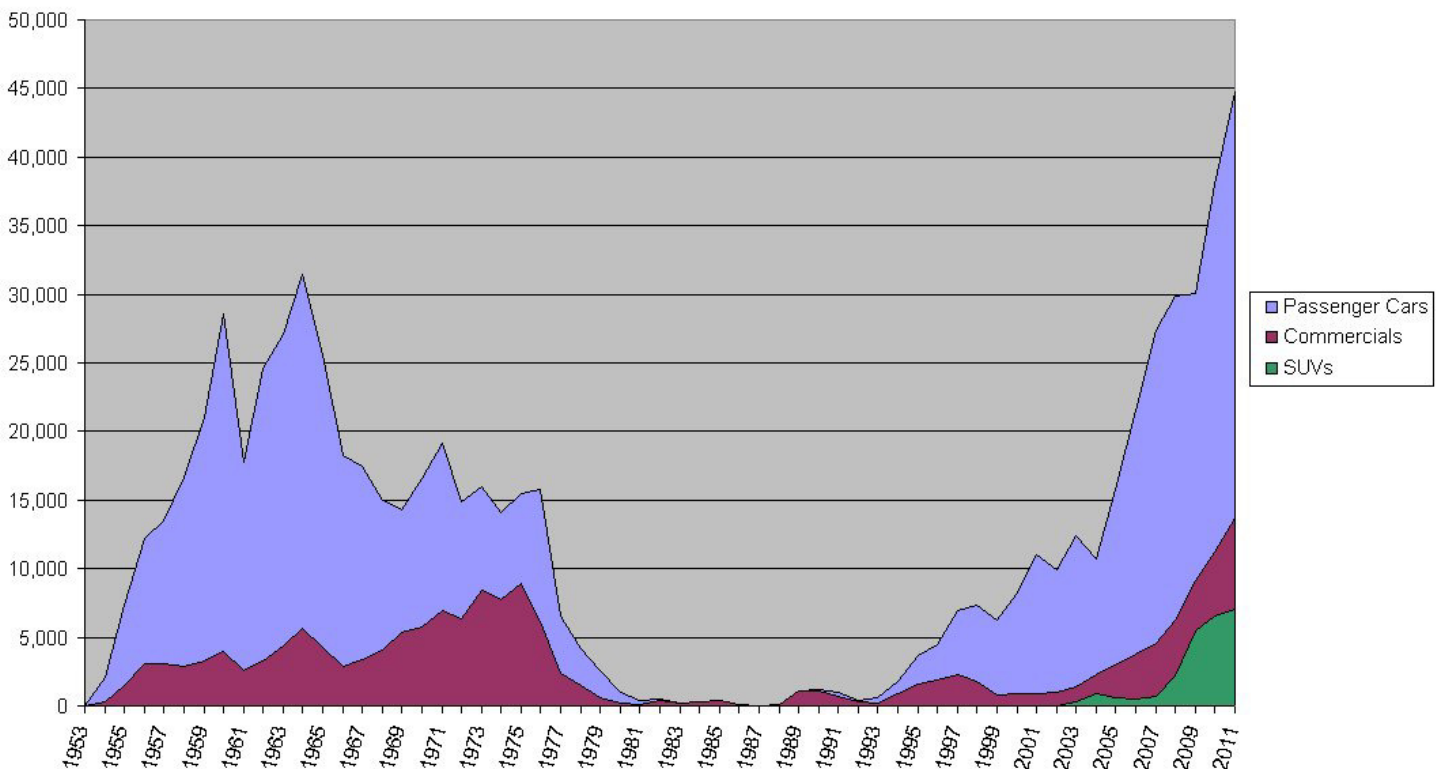
Volkswagen sold **31,077** Passenger Cars, **7,032** SUVs and **6,162** Commercial Vehicles. These are new all-time records for Passenger Cars and SUVs, both beating records set in 2010, while VW's 1975 sales of 8,975 Type 2s remains the Commercial record.

Passenger Cars

31,077 Passenger Cars for 2011 is a 15.9% improvement on the 26,799 sold in 2010 and VW's highest Passenger Car result ever. The top ten passenger car sellers by make were Holden (89,255); Toyota (83,248); Mazda (65,117); Hyundai (64,469); Ford (50,516); **Volkswagen (31,077)**; Honda (24,359); Suzuki (19,958); Mitsubishi (19,816) and Kia (18,428). Volkswagen finished sixth for the first time since 1967, although back then VW sold just 14,122 cars.

Volkswagen Group Australia sold, in descending order: 18,383 Golfs; 4,358 Polos; 3,422 Passats; 1,667 Jettas; 783 Multivans; 706 Eos; 637 CCs; 364 Caddy Lifes; 299 Golf Cabrios; 141 New Beetles; 130 Sciroccos; 129 Caravelles, and 58 New Beetle Cabrios. With these figures

Australian Volkswagen Sales



VW set new all-time Australian sales records for the Polo, Golf, Golf Cabrio, Caddy Life and Multivan.

18,383 was the highest-ever yearly total for the **Golf (hardtop and wagon)**, and the seventh year in a row that Golf sales have increased. Golf sales increased by 19.2% over the 15,425 sold in 2010. The Golf finished as Australia's 11th-favourite vehicle of all types, just 334 sales behind the Mitsubishi Lancer. The top sellers were the Mazda3 (41,429) and Holden Commodore (40,617). This is VW's fifth-best ever one-model one-year total, behind only the VW 1200 Beetle in 1963 (20,125); 1962 (21,273); 1964 (22,293) and 1960 (24,388). In October VW sold 3,337 of them, making the Golf Australia's third-best selling vehicle of all types, behind only the Toyota Corolla and HiLux. The Golf's share of the Australian VW lineup continues to increase – 41.0% of VW's Australian sales are now Golfs, up from 40.5% in 2010, 40.3% in 2009 and 38.9% in 2008.

4,358 was a record result for the **Polo** since its introduction to Australia in 1996. Polo sales increased 36.4% on the 3,195 sold in 2010. The Polo swept all the Australian motoring awards in 2011, including Wheels Car of the Year. It is currently VW's only entry in the FCAI's 'Light Car <\$25K' category, but will be soon be joined by the Up! when it debuts late this year. The Mazda2 is the top selling Light Car, with 17,501 sold.



3,422 was an excellent result for the **Passat**, recently updated and gaining its highest sales of the modern era and third best overall. Sales increased by 31.5% over the 2,603 sold in 2010, just overtaking the 3,411 sold in the Passat's local debut year of 1974 (when it won Wheels Car of the Year). 2011's result is behind only the 3,945 sold in 1976, and the record 4,113 sold in 1975. Both the FCAI, and VWGA, count the Passat CC as a separate model so we can't add them together. The Toyota Camry is the top selling Medium Car, with 19,169.

1,667 was a disappointing result for the also recently updated **Jetta**. Sales dropped by 30.3% on the 2,391 sold in 2010, and a long way behind the record 4,071 sold in 2007. The 2011 result was the lowest ever result for the Jetta (apart from the 9 sold in the 2005 debut year), but at least still ahead of the equivalent Bora (best result 1,315 in 2001) and Vento (255 in 1996). We are not sure why Jetta sales have slumped, but perhaps pricing issues or the Mexican build are to blame. There is also no GTI version.



783 was a record result for the luxury **T5 Multivan**, up by 64.2% on the 477 sold in 2010. It's the best result for the big VW people mover in the modern era, better than the T3 or T4 Caravelles in the 90s and 00s (best T3 result was 300 in 1990). The all-time record is 1,298 locally-made T2 Microbuses in 1975. The best selling people movers were the Kia Carnival (3,595) and Hyundai iMax (1,922). The Toyota Tarago sold just 858.

706 was a disappointing result for the **Eos** coupe-hideaway hardtop convertible in 2011, down by 28.3% on the 985 sold in 2010. It was the lowest result for the Eos in the five years it has been on sale in Australia. The Eos' best year was 2008, when it sold 1,852. The Eos was recently updated but has been overshadowed in recent times by the return of the Golf Convertible, especially as the Golf Cabrio can be bought as a GTI and the Eos cannot.

637 was also a disappointing result for the **VW CC** (formerly called the Passat CC), which dropped 28.5% on the 891 sold in 2010. This was the worst result so far for the luxury swoopy Passat-based sedan, except for the 37 sold in its introductory year of 2008. The CC (the 'Passat' name was dropped to give it a separate identity) was the last VW to be updated with the current VW family styling.

364 was a new record for the **Caddy Life**, up by 40% on the 260 sold in 2010. This just beat the Caddy Life's previous record of 349 sold in 2007. The FCAI lists this VW as the 'Caddy Life/Camper', but to our knowledge the Camper version has not been available for several years.

299 was a record result for the **Golf Cabriolet** on its return to the Australian market. The Cabrio (Golf 1) was first sold here in 1990 but the FCAI did not separate the Golf hatch and cabrio figures until 1995. The previous Cabrio record was 289 (Golf 3 version) in 1997. The Golf Cabrio was discontinued here in 2003, replaced by the New Beetle Cabrio and later the Eos, but returned triumphantly in 2011.

141 was the lowest-ever result for the **New Beetle** after twelve years on the Australian market and at the end of its model life. Its record was 1,328 in its much-hyped debut year of 2000, but since then it has been mostly downhill. 141 was a drop of 56.7% on the 326 sold in 2010, the biggest drop of any VW model. 7,182 New Beetles have been sold in Australia in 12 years. Production has already ended and the redesigned 'Beetle' is due to go on sale late in 2012.

130 was the debut result for the exciting **Scirocco** in its first-ever year in Australia. Previous Sciroccos was never sold in Australia, although several examples of the Mk1 were imported for evaluation and one was displayed at the 1976 Sydney Motor Show. The 1982 Mk2 Scirocco was never even



considered for Australia. It is possible that the 130 Scirocco sales took from both the 2-door Golf R (discontinued) and from the Eos.

129 was pretty much a par result for the **T5 Caravelle**. Originally the Caravelle was the top VW microbus, but nowadays is a slightly higher capacity and lower spec vehicle than the Multivan. The Caravelle was discontinued in 2004 but reappeared in 2008. 129 is a 17.3% improvement on the 110 sold in 2010, but 181 were sold in 2009. 2,313 Caravelles have been sold in 16 sales years since 1993, an average of 144 each year. 783 Multivans plus 129 Carevelles gave 912 T5 people movers altogether, the highest result since 1975.

58 was also the lowest-ever result for the **New Beetle Cabrio** in the 9 years it has been on sale in Australia. It dropped 57.3% on the 126 sold in 2010, and was the lowest-selling Volkswagen of any type in 2011. This will probably be the last year it appears – unless there was old stock sold early this year. Its best year was 258 in 2004. No news on a new model 'Beetle' cabrio for Australia has yet been confirmed.

SUVs

VW sold **7,032** SUVs in Australia in 2011, an improvement of 6.7% on the 6,590 sold in 2010, the fifth year of growth in a row and the highest total ever. VW only has two models in this category – the Tiguan (6,069 sales) and the Touareg (963 sales).

The best-selling SUV makers in Australia were Toyota (46,671); Nissan (29,084); Mitsubishi (23,287); Subaru (19,049); Ford (16,378); Hyundai (15,929); Holden (15,123); Mazda (13,571); Jeep (8,648); BMW (7,482) and **Volkswagen (7,032)**. While VW sold more SUVs than ever, they dropped



from 9th to 11th after being passed by Jeep and BMW. Australians continue their love affair with these 'luxury' 4x4 traffic-clogging vehicles.

6,069 was another good result for the compact **Tiguan**, a slight 2.4% drop on 2010's record 6,216 sales. Amazingly, the Tiguan outsells the Polo, Jetta and Passat in Australia and is the second-most popular Volkswagen in the current range – second only to the Golf. 18,096 Tiguans have been sold here in only four years. The biggest selling Compact SUV is the Subaru Forrester (13,142).

VW has no models in the Medium SUV or Large SUV ranges, of which the best sellers were the Ford Territory (13,866) and Toyota LandCruiser (9,119) respectively. VW is currently considering a medium SUV based on the Audi Q5 (2,801), and this would certainly be sold in Australia if it appears in future.

963 was a fantastic improvement for the luxury **Touareg** after its recent update, and a 157.5% improvement on the 374 sold in 2010. This was the largest improvement of any VW in the current range. The Touareg's sales have been up and down since its introduction in 2003, with the record being 1,066 in 2008. Audi's sister SUV, the Q7, outsold the Touareg again with 1,343 sales. The best selling Luxury SUV was the Jeep Grand Cherokee (3,374).



Commercial Vehicles

VW sold **6,631** Commercial Vehicles in Australia in 2011, a record for the modern era and the highest figure since VW's all-time record of 8,974 in 1975. Unlike 1975, however, when there was only the locally-made Type 2, today VW sells six variations of four different VW Commercial models. VW sold 1,842 Caddys and 1,486 T5 Transporters, 2,649 Amaroks (in two variations), 185 Transporter cab/chassis and 469 Crafter large vans.

In the Light Commercial (under 3.5 tonne) category, the best selling makes were Toyota (51,384); Ford (24,349); Nissan (23,118); Holden (21,717); Mitsubishi (18,005); Mazda (9,645); Hyundai (6,610); Isuzu (6,397); **Volkswagen (6,162)** and Great Wall Motor (5,555). Volkswagen was 9th for the third year in a row, again just pipped by Hyundai and Isuzu.

1,842 was a slight reduction for the **Caddy** light van, down just 7.1% on the record 1,983 sold in 2010. However it was the first year that the Caddy's sales have dropped at all

since it first went on sale in 2004. The Caddy is the top-selling small van in Australia, easily beating similar vans from Renault and Citroen, and has now sold 10,583 in 8 years. This year however it lost its title as the best-selling Volkswagen commercial to the new Amarok.

1,486 was also a slight reduction for the **T5 Transporter**, dropping 8.8% on the 1,630 sold in 2010. The T5 record is 1,714 sold in 2007, but in eight years VW has sold 11,582 T5 Transporters, an average of 1,448 per year so sales have been quite constant. The modern Transporter record is 2,089 T4 Transporters sold in 1997, and the all-time VW record the 8,974 Kombis sold in 1975, unlikely to ever be beaten. Today the top selling vans are the Hyundai iLoad (6,610) and Toyota Hiace (6,034), both well below Volkswagen's 1975 result.

185 was a good result for the **Transporter Cab/Chassis**, which improved 6.3% on the 174 sold in 2010. The recent record is 267 sold in 2008. The all-time record is difficult to say with certainty as the FCAI did not separate utilities from vans every year, but 911 VW Type 2 Utilities were recorded in 1960 – the longest unbeaten Australian Volkswagen sales record.

301 was the sales figure for the **Amarok 4x2** in the PU/CC 4x2 category, the first time for the Amarok. It's a long way behind the category leaders, the Toyota HiLux 4x2 (12,399) and Holden Commodore Ute (9,489).

2,348 was the sales figure for the **Amarok 4x4** in the PU/CC 4x4 category, also the first time for this Amarok. The all-wheel drive Amarok was much more popular than the rear-drive version, but again a long way behind the category leaders, the Toyota Hilux 4x4 (23,725) and Nissan Navara (20,162). With an increase in Amarok variations this year, we expect that Amarok sales will increase for 2012.



In the Heavy Commercial (over 3.5 tonne) category, Volkswagen is represented only by the large Crafter van. The market leaders are Isuzu (6,617); Mitsubishi Fuso (3,749); Hino (3,334); Mercedes Benz (3,250); Kenworth (1,766); Iveco (1,689); Volvo (1,215); Fiat (893); Nissan UD (878) and Western Star (874). Volkswagen's 469 for the Crafter put them in 12th behind Mack, but amazingly in front of the Group's other heavy truck makers Scania (454) and MAN (268).

469 was a very disappointing result for the large **Crafter** van, a drop of 44.2% on the record 840 sold in 2010. The Crafter replaced the LT in 2007 and has sold just 2,669 in five years – an average of 534 per year. Volkswagen



Commercial needs to do more work for the Crafter to compete with its opposition 'sister,' the Mercedes Sprinter.

Volkswagen did not record any sales of the Crafter-based **Hannover Bus**, so with just **2** sales recorded in 2009 it is the lowest selling individual model of Volkswagen in Australian history. Other very low-selling discontinued models include the Passat W8 (45, 2003-05), the Kombi Ambulance (65, 1955-71), Vento (397, 1993-97), Golf VR6 (739, 1994-98) and Karmann Ghia (805, 1959-68).

Milestones

Australian **Golf** sales, from March 1976 to end of December 2011, have now reached **140,379** (including 1,972 Cabriolets and 739 VR6s). This makes the Golf the second-best selling Volkswagen model of all time in Australia, second only to the VW 1200 Beetle (which sold 183,626, 1954-66). At present sales rates the Golf will overtake the VW 1200 in April 2014. This is not a bad effort, as no Golfs were sold at all in Australia from 1982 to 1989 (3 old-stock sales in 1982). Of the 36 years since the Golf's release it has really only been available for 28 of them – an average of 5,014 a year. The 100,000th Golf was sold in July 2009, and in what seems like no time the 150,000th Golf is due to be sold this month – July 2012 !

However the VW 1200 total is not the total for 'Beetles' as the FCAI counted the later VW1300, VW1500 and VW1600 as separate models. They recorded 27,361 (VW1300), 31,129 (VW1500) and 41,786 (VW1600) up to 1977, which makes a total of 283,902 of all sizes. BUT – 'VW1500' and 'VW1600' must include the Type 3 range, and the FCAI did not differentiate them. So these alone can't tell us how many 'Beetles' were sold in Australia, 1954-77.

However we do know that when the last Beetle came off the Clayton line in July 1976 it was called the '**260,055th Australian Beetle**'. Therefore THAT is the Australian Beetle total (the remaining 23,847 must be Type 3s). At the Golf's current sales rate, it will therefore take until May 2018 to pass the Beetle's overall total.

Transporter totals are difficult to tabulate, as the FCAI has used several different categories and calculation methods over the years. From 1954 to 1975, Volkswagen sold **27,541 Wagons** – this means Kombis fitted with windows and seats – **10,512 Utilities** and **65 Ambulances**. After 1975 the FCAI no longer split sales into these categories, and up to 1986 simply included all Kombi sales as 'Commercial – Panel Van'. For

this period we don't know how many Microbuses were sold. From 1987 to 1992 Kombis were then split into either 'Panel Van' or 'Microbus' – but no category for pickups. Thus, from 1954 up to 1992, VW sold **66,453 Panel Vans** and **8,868 Microbuses**. Up to 1992 then, that totals 113,439 VW Type 2s of all types.

From 1993 to the present the FCAI has counted VW Kombis as either 'Transporters' or 'Cab Chassis.' The totals for these two, 1993-2011, are **23,333 Transporters** and **2,935 Cab-Chassis**.

If you add ALL these Transporter figures together, 1954-2011, the total is now **139,707** of all types, variations and years, meaning that more Golfs have now been sold in Australia than Transporters.

Total **Passat** sales (1974-2011) have now reached **37,137**. This doesn't include 2,647 CC models, which Volkswagen now considers a separate model (and in fact have dropped the 'Passat' name altogether – it's now just the 'Volkswagen CC'). The Passat is the fourth-best selling Australian Volkswagen model, after the Beetle, Golf and Transporter. The 40,000th Passat is due in November 2012, and the 50,000th Passat in October 2015.

Sales of the Polo have now reached 25,405, 1996 to 2011, and the 25,000 was sold in November 2011. The Polo will have overtaken the VW 1300's 27,361 (1966-75) by the time you read this, and should reach its 30,000th sale by January 2013.

Sales of the Caddy delivery van (2004-11) have now reached 10,583, with the 10,000th being sold in September 2011.

Sales of the Tiguan SUV (2008-11) have now reached 18,096. The 20,000th was due in April 2012, and the 25,000th in February 2013.

Since 1954, Volkswagen has now sold **534,303 Passenger Vehicles**, of all types, in Australia. The 500,000th was sold in November 2010, a milestone that somehow passed by un-noticed and un-celebrated! We did mention it on page 15 of the November 2011 issue of Zeitschrift. The 600,000th VW passenger car is due in February 2014.

Since 1954, Volkswagen has now sold **156,681 Commercial Vehicles** in Australia, with the 150,000th sold in

December 2010. No celebrations at that time, but again we mentioned this in the November 2011 issue of Zeitschrift. The 175,000th VW Commercial is due in October 2014, and the 200,000th in July 2018.

Since 2003, Volkswagen has now sold **24,301 SUVs** in Australia. The 25,000th was sold in February 2012, and the 30,000th is due in October 2012. The 50,000th is due in August 2015.

So since 1954, Volkswagen has now sold a grand total of **715,285 vehicles**, of all types, in Australia. This is Volkswagen-badged vehicles, and does not include Audis, SEATs, Skodas or any other Group vehicle. Only Volkswagens. The 700,000th was sold in August 2011. The 750,000th Volkswagen is due in October 2012, and the 1,000,000th (the one millionth Australian Volkswagen) is due in May 2018 at current sales rates. If VW sales keep increasing, it will be sooner. We will keep an eye on that because we ought to have a huge celebration!

Audi

Audi had another record year in 2011, selling 14,511 vehicles in Australia – 10,367 Passenger Vehicles and 4,144 SUVs. This was the first time Audi has ever sold more than 10,000 passenger cars in one year, a figure that Volkswagen took until 2001 to re-achieve after their huge slump in the 1980s. In fact Volkswagen was selling less than Audi's 2011 total as recently as 2004!

Audi's sales grew by 12.4% over the 12,900 sold in 2010, and was the seventh year of growth in a row.

It's amazing to remember that LNC Industries, VW/Audi's importers in the 1970s and '80s, lost the franchise because they wouldn't guarantee the Ingolstadt headquarters 1,000 local Audi sales a year – LNC said Audi's request was "unrealistic". Yet nowadays German-owned Audi Australia sells over fourteen times that 'unrealistic' total.

The biggest selling Audi models in 2011 were the A4 (3,106), Q5 (2,801), A1 (1,806), A3 (1,565) and Q7 (1,343).

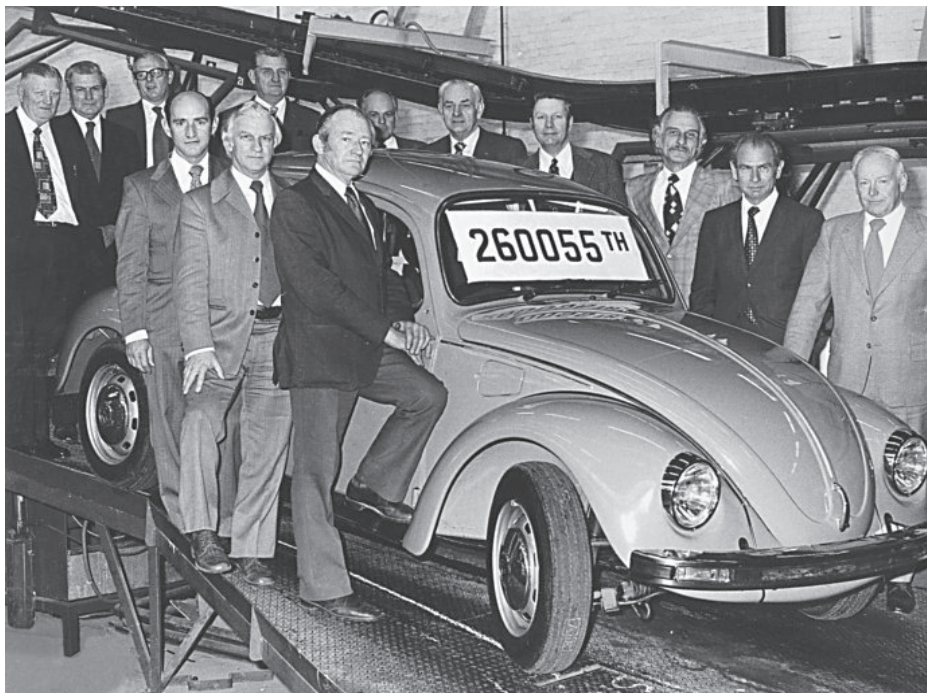
Total Australian Audi sales, since their introduction here in 1967, have now reached 110,413 (this includes NSU Ro80s sold here 1969-73). The 100,000th was sold in April 2011 – there were no local celebrations, surprisingly.

Skoda

VW-owned Skoda re-appeared on the Australian market in 2007 (they had previously been sold here, in small numbers, from 1949 to the early 1980s). In 2011 Skoda sold a record 3,501 vehicles in Australia, a 111.9% increase on the 1,652 sold in 2010 – more than a doubling of sales. Skoda sold 1,557 Octavias and 359 Octavia Scouts, 869 Superbs, 433 Yetis and 283 Fabias.

Total Skoda sales, 1949-78 (when FCAI records end) is 5,621 but were not owned by VW then so we needn't count them. From 2007 to 2011 Skoda has sold 7,269 vehicles in Australia.

Phil Matthews



New mid-size VW SUV?

Volkswagen is keen to add a new midsize SUV to its range, filling the void between the Volkswagen Tiguan and Volkswagen Touareg and aimed primarily at the US market.

Volkswagen America CEO Jonathan Browning revealed to the Automotive Press Association that, "There's a great opportunity for us for a midsize SUV in the US."

"If you could give it to me tomorrow, I would take it tomorrow," Browning said.

While a new medium SUV would undoubtedly find a home in the US, it would almost certainly be designed as a global vehicle to be sold throughout Europe and other markets.

The current compact Tiguan SUV is based on the Golf platform, and is also used for the Audi Q3. The large Toureg SUV shares its platform with the Audi Q7 and the Porsche Cayenne. The mid-size Audi Q5 uses the Audi MLP platform, so far shared only with the A5 sedan and not by any VW Group model. It would be a straight-forward matter to build a Volkswagen variation of the Audi Q5.

The Audi Q5 currently has a range of engine options, from the 1.4-litre twin charge petrol, a 2.0-litre TDI, a 3.0-litre V6 TDI and a 3.2-litre V6 FSI petrol. Audi also offers a six-speed manual, 6 or 8-speed tiptronic and a 7-speed 'S-tronic' gearbox. Similar choices could be offered to VW versions of the Q5.



Late last year, Volkswagen Group design director Walter de'Silva admitted the brand was looking to expand its SUV range with new models in different segments, potentially including a sub-compact SUV positioned beneath the Tiguan, probably based on the Polo or even the Up. 'Lifestyle' 2WD versions of the Polo (Polo Fun, Polo Dune, CrossPolo) have been sold in Europe for nearly ten years, while the Space Up! concept vehicle from 2007 would probably be the basis for a smaller SUV.

The next-generation Tiguan, based on the new MQB platform and expected in 2015, will answer criticisms the current car has received for a lack of space (compared with other small SUVs – it is rather roomier than a Golf). Two variants are believed to be on the table; one with improved space, and one based on the Cross Coupe Concept from the 2011 Tokyo motor show aimed at a younger audience.

With VW Australia currently offering both the compact Tiguan (from \$28,490) and the full-size Touareg

(from \$62,990) the price gap is significant, particularly for those with families. This suggests a Volkswagen medium SUV competitor would be closer in size to the Mazda CX-5 and Honda CR-V but at a premium approaching that of the even larger and hugely popular Ford Territory starting at \$39,990.

Beetle Fender Edition.

The Volkswagen Beetle Fender Edition has been unveiled at the 2012 Leipzig motor show in Germany.



After 'striking a chord' with the public in concept form at the 2011 Frankfurt motor show, the special edition Beetle Fender is set to bring the spirit of concept to the showroom, with European and US sales set to begin in the third quarter of this year.

The VW Beetle Fender Edition has cult hero written all over it, and the vintage-looking press shots strengthen its case for the title of the ultimate hipster car.

The cabin is fitted with a 400-watt, nine-speaker Fender premium audio system. The system comprises four front tweeters, twin 20cm front and 16cm rear speakers, a 20cm Fender Bassman subwoofer and a 10-channel amplifier.

The dashboard is brought to life by the traditional sunburst-finish wood of Fender's Telecaster and Stratocaster guitars, and the upholstery is lined with matching orange contrast stitching.

All Beetle Fender Editions are finished in black metallic paint and feature brushed chrome exterior mirrors, 18-inch 'disc' aluminium-alloy wheels, bi-xenon headlights and the famous Fender logo.

Each Beetle Fender also comes with three limited edition Fender guitar picks, which cost \$1.50 each. Pity the car doesn't come with a Fender guitar, as it obviously should.



The Volkswagen Beetle Fender Edition will be produced in both left- and right-hand-drive, with sales set to begin in the first half of 2013 in Europe and the UK.

The all-new Volkswagen Beetle range goes on sale in Australia in the last quarter of this year, and should be on display at the Sydney Motor Show in October. There is no word at this stage if the Beetle Fender Edition will be available in our market.

Scirocco GTS.

Volkswagen turned back the clock at last month's week's 2012 Leipzig motor show when it unveiled its latest special edition car: the Volkswagen Scirocco GTS.

The new VW Scirocco GTS marks 30 years since the German manufacturer first attached the 'GTS' badge to its second-generation Golf-based Scirocco coupe, which appeared in 1982. This model was never sold in Australia. The new Scirocco GTS exhibits a number of unique styling elements that hark back to the early 80s.



Most obvious are the red and black racing stripes that run along the bonnet, roof and rear hatch, and the red mirror caps. The 18-inch alloy wheels, red brake callipers, edgy front and rear bumpers, flared side skirts, rear spoiler and diffuser, and GTS badges contribute to the individual look.

The colour scheme continues into the cabin with black plastics and leather contrasted with red stitching across the seats, handbrake, gear stick and steering wheel. The golf ball-inspired manual gear knob, similar to that in the new Volkswagen Golf GTI Edition 35, is another nod to the brand's sporting pedigree.

Under the bonnet sits the 155 kW/280 Nm 2.0-litre turbocharged petrol engine from the Golf GTI, which sees the Scirocco accelerate from 0-100 km/h in 6.9 seconds and on to a top speed of 238 km/h.

There is no word at this stage if the Volkswagen Scirocco GTS will be produced in right-hand-drive, or whether this model (or other Euro-model Sciroccos) will be sold in Australia. It seems unlikely; Volkswagen Australia already says it has no plans to add any other variants to its local Scirocco line-up. The only variant sold in our market is the high-performance 188 kW/330 Nm Scirocco R, the top model in the range.

Volkswagen Australia sold 269 Sciroccos in Australia over the first four months of this year, giving it a 6.1 per cent share of the sub-\$80,000 sports car segment.

Golf R Cabriolet.

The Volkswagen Golf R Cabriolet is set to become the quickest and meanest VW convertible in history, with spy photographers snapping a prototype of the hard-core soft-top on public roads in Germany.



We got our first hint that Volkswagen was planning a Golf R Cabriolet 12 months ago when the German manufacturer unveiled the car in concept form at the 2011 Worthersee Volkswagen enthusiast show in Austria.

Like the Worthersee concept and the production Golf R hot-hatch, the Golf R Cabriolet will be powered by a 2.0-litre turbocharged petrol engine producing 199 kW and 350 Nm for Europe - or 188 kW / 330 Nm in 'poor petrol/hot weather' countries like Australia.

Drive will be sent to all four wheels via a six-speed manual or six-speed dual-clutch DSG transmission like the Golf R hatch.

Although this prototype features body panels and badges from existing Golf Cabriolet models, the larger brakes and alloy wheels confirm the bodywork hides the most powerful and sporty soft-top variant to date.

While not seen on this prototype, the production version of the Golf R Cabriolet will feature centrally positioned twin exhaust outlets like the hatch.

The Golf R Cabriolet is likely to act as a send-off for the Golf VI range, with the next-generation Golf VII due to be unveiled at the 2012 Paris motor show in September. The current-generation Golf R may continue to be produced for some time into the lifecycle of the new Golf until a high-performance replacement is introduced.

The Golf R Cabriolet comes hot on the heels of the Golf GTI Cabriolet, which made its world premiere at the 2012 Geneva motor in March.

Volkswagen Australia is yet to confirm either model for our market.

More VW Alltracks.

Following on from the recent successful Passat Alltrack, Volkswagen is set to expand its off-road-themed passenger vehicle line-up with the Volkswagen Golf Alltrack and Jetta Alltrack models in the near future, according to European reports.

Autocar reports that Volkswagen appears keen to expand its crossover range, evolving a Golf Alltrack and Jetta Alltrack from the next-generation wagon variants of the two models.

Both Golf and Jetta Alltracks would see raised ride height for increased ground clearance, black plastic lower body and wheel arch cladding, restyled front and rear bumpers and unique interior changes. The look of both cars would follow the theme laid out by the Volkswagen CrossGolf concept seen at the 2010 Geneva motor show, Volkswagen Passat Alltrack and Volkswagen Group's Audi A4 and Audi A6 Allroads.



It is believed that both models would take advantage of Volkswagen's versatile new MQB platform and be offered in front- and '4Motion' four-wheel-drive guises with the brand's range of petrol and diesel engines supplying motivation.

With the second-generation Volkswagen Tiguan due in 2014 and tipped to be larger than the current model, and a new midsize SUV being considered, a smaller crossover vehicle market may emerge in around 2015 that could see the Golf variant head to Europe and the larger Jetta destined for the US.

Having both the Golf wagon and Jetta currently on sale in Australia, as well as the Passat Alltrack, we would probably expect to see at least one Golf or Jetta Alltrack variant reach our shores.

VW Commercial boss moves to Bentley.

Bentley and Bugatti will have a new CEO effective from September, when Dr Wolfgang Schreiber takes control of both brands from current CEO Wolfgang Duerheimer.



Schreiber, 54, will jump ship to Bentley and Bugatti from his current position as commercial vehicles chief at Volkswagen, while current Bentley/Bugatti boss Durheimer, 53, will move into a new role at Audi heading technical development.

Volkswagen CEO Martin Winterkorn announced the changes along with other Volkswagen Group reshuffling at a press conference in Stuttgart on Saturday saying, "All changes are internal. It is important to have people in leadership positions who know the company".

Interestingly, in the early 1930s after Bentley had won Le Mans four years in a row with the famous 4½-litre and Speed 6 race cars, rival Ettore Bugatti described Bentleys as "the world's fastest trucks." Given that VW now owns BOTH Bentley and Bugatti – and that their new boss is the former boss of VW Commercial – the appointment is rather ironic!

Bentley's current range includes the Continental and the Mulsanne, and should be bolstered by the production version of the VW Touareg-based Bentley EXP 9F luxury SUV around the middle of the decade.

Porsche buy finalised.

Porsche will officially become part of the Volkswagen stable next month after the two German automotive powerhouses agreed to a deal overnight.



Volkswagen AG will acquire the remaining 50.1 per cent stake in Porsche Automobil Holding SE's car making business for 4.46 billion euros (\$5.44 billion) on 1st August, adding to the 49.9 per cent stake it purchased in 2009 following Porsche's own failed takeover of Volkswagen in the wake of the global financial crisis.

The Financial Times explains the announcement of the deal comes after months of evaluation from the companies' lawyers, who identified a loophole allowing Volkswagen to dodge a potential one billion euro (\$1.2 billion) tax bill by classifying the purchase as a restructuring rather than a takeover.

The loophole means the deal will be finalised roughly two years earlier than may have otherwise been the case.

Volkswagen CEO Martin Winterkorn said he was pleased with the fast-tracked deal that will allow Volkswagen and Porsche to streamline their businesses sooner and work closer together on future "high-margin premium" projects.

"The unique Porsche brand will now become an integral part of the Volkswagen Group – that is good for

Volkswagen, good for Porsche and good for Germany as an industrial location,” Winterkorn said.

Volkswagen has always had a close relationship with Porsche. The Porsche Cayenne, Volkswagen Touareg and Audi Q7 large luxury SUVs share a common architecture, as will the smaller Porsche Macan and Audi Q5 when the former launches late next year. Before that the Porsche 924 was originally a VW/Audi project, the 914 was sold as a VW-Porsche, the VW Type 3 ‘pancake’ engine’s cooling system was designed by Porsche, and the original Porsche 356 was based on the Volkswagen Beetle.

The Volkswagen Group now comprises 12 active automotive and motorcycle companies: Volkswagen Passenger Cars and Commercial Vehicles; Audi, Bentley, Bugatti, Lamborghini, Porsche, Seat, and Skoda; Scania and MAN trucks, and Ducati motorcycles.

Hot Chocolate Cruise to Bowring. Saturday 30 June.

On Saturday 30 June the Canberra Chapter headed off for a cruise to Bowring, a small town near Yass. We had a great group of people and a fine collection of Beetles, Kombis and a Polo in attendance – it was a great day!

Lunch was at the Rollenin Café, fantastic meals and some animals to occupy the kids attention, with a photo shoot afterwards at the old train station. Thanks to those who came along, and to Renee and Neil for arranging the event.

Bruce



Toy Department – kids (of the small kind) edition.

So the kids won't go to bed early? Kids getting up too early on Sunday mornings?

Here is your solution and bound to keep the kids amused for a long time in their very own VW Kombi bunk beds.

Now your children can sleep in the same type of vehicle their dad or mum drive – the VW Bus! This VW Bus Bunk Bed is the perfect space saving accessory to any kid's room, with a bed on the top bunk and a seating and desk station at the bottom level - Buy It for \$1, 200.00 via Trendy-Products.co.uk



Available in the UK for now but it's just matter time: www.thisiswhyimbroke.com/vw-bus-bunk-bed

What kids bedroom would not be complete without a Kombi night light available for \$15.00 or bedroom lamp for \$49.95 both available on line from oo.com.au



Imagine how many hours of fun the kids will have with their Lego VW bus (and how many hours you will need to pick up all the pieces) for sale everywhere on line these days and sure to be a collector's item, also flush Fillmore from the Cars movie still available from Toys R Us.



Last but not least there is still some remaining VW surf Kombi vans for \$20.00 at Big W stores, but you will need to be quick – you may even be lucky to pick up a rare pink version!

The list and ideas is endless and you can have hours of fun setting up the kids bedroom scene but be careful don't go over board or you may never see your kids for long, long time.



Tony Bezzina
Kbezzina@bigpond.com

What the Club Committee does.

The fundamental reason Club VW continues to exist is due to its committee, the group of loyal members who give their time and effort to organise and run things for our club's benefit – and hence YOUR benefit.

Would you like more say in how your club is run? Do you believe you could make a difference? Are you interested in getting more involved? Then why not try a committee position for twelve months? The old saying about “The more you put into something, the more you get out of it,” is quite true. It's not only enjoyable, but immensely satisfying.

As John F Kennedy almost once said, “Ask not what your VW Club can do for you. Ask what YOU can do for your VW Club.”

OK, so what's involved? Come along to the July meeting at the Greyhound Club on 19th July, which is also the AGM. At the end of the normal monthly business, all positions are declared vacant and new nominees are called. At the appropriate time, raise your hand. If we get more than one nominee for a position, members vote (with the nominees outside) by a show of hands.

So what are the positions?

PRESIDENT – Spokesperson, public face and chief officer of the Club. You chair the monthly meetings, take the microphone at the VW Nationals and write a monthly column for the Club magazine. Ideally you should have tried another position or two and become familiar with the way the club works first before trying for President.

VICE PRESIDENT – Acts as backup to the President, and takes his place in certain circumstances. You must also be willing to assist other committee positions if required.

SECRETARY – Conducts the Club's correspondence, though letters or email. Collects mail from the Club's post office box and distributes or replies as appropriate. You keep records of Club events, minutes and other club data. You keep an agenda of committee meetings.

MEMBERSHIP OFFICER – Maintains the Club membership database – names, addresses and contact details, and their membership history and expiry details. You prepare monthly mailing labels, email distribution list and reminder letters.

TREASURER - Controls all Club funds. You are entrusted with the receipt, care and disbursement of moneys, liaison with the Club's bank for reconciliation and all the Club's financial record-keeping. You also ensure the books are audited on an annual basis.

EDITOR - Responsible for the Club's monthly magazine, Zeitschrift. You create quality content, promote and report past and future events, co-ordinate magazine advertising and maintain the Club Calendar and For-Sales. You upload the magazine colour PDF to both the Club website and the printer to a fixed deadline.

WEBMASTER – Responsible for the Club's website, www.clubvw.org.au. You liaise with the providers (Siteflex), oversee the content, work with the contributors, and update pages as required. The Coming Events and For Sales should be kept as up-to-date as possible. You are familiar with the latest technology.

LIBRARIAN - Administers the Club's book, workshop manual and DVD library. You record all borrowings at the monthly meeting and ensure their timely return. You maintain and repair books as required, keep a database of books/DVDs available and purchase new additions as required.

MERCHANDISING – Responsible for the selection, design and purchase of special Club VW merchandise such as shirts, hats, jackets, stickers, keyrings, mugs etc. You promote their sale in the club magazine and website and run the club store at the VW Nationals and other events. You liaise with the Webmaster for internet/Paypal sales.

RAFFLE OFFICER – You organise and run the raffles at the monthly meetings and the VW Nationals to make them even more fun. You arrange purchase or donation of the prizes, and sell and draw the tickets. You maintain the barrel and take the floor at the meetings' raffle time.

VINTAGE REGISTRAR - Administrator of Club Historic Plates. You liaise with the CMC and are responsible for the Club's rules, the eligibility of applicants, their processing and their compliance with the rules. You maintain a database of Historic Plate cars and their movements.

NATIONALS COMMITTEE – A group of prime movers behind the annual VW Nationals. You are one of the team who organise, supervise, delegate and combine all necessary work to ensure an efficient and successful event.

MOTORSPORT CAPTAIN – Responsible for overseeing the Club's motorsport activities. Liaises with CAMS and prepares all required paperwork, permits and documents needed for motorsport events. Organises and chairs meetings with the Motorsport Committee. Needs to have appropriate CAMS Licences.

MOTORSPORT COMMITTEE – Persons assisting in the promotion, organising and running of Club motorsport events. You must gain a CAMS Trainee Licence and aim for qualifications such as Flag or Track Marshall, Scrutineer, Timekeeper, Control Official and Event Secretary under the guidance of the Motorsport Captain.

GENERAL COMMITTEE - Persons without any specific position, but who are prepared to devote their time and effort in any area requiring it. You are one of the valued 'general helpers.'

If you would like to know more about any of these positions – just talk to the incumbent! The Committee list is on the inside front cover of the magazine.



The museum is the results of the museum curators winning the custody of the formerly Randwick-based 'Butler Collection' which came up as a deceased estate and today forms the main structure of the museum. Visitors will be impressed with the motoring sign collection which line the walls, reflecting all facets of motoring products from yesteryear.

A very impressive collection in a clean and airy display. Unfortunately the collection does not yet include any Volkswagen vehicles.

After an unhurried and thorough wander through the collection, members gathered outside in the carpark waiting for Ray to go through the exit metal detector. They then cast their peer votes for

Norm's Fish and Chips Run to Kiama. Sunday 24 July.

Our annual Fish and Chips run, this time to the Motorlife Museum at Kembla Grange, departed Uncle Leo's Caltex servo at Liverpool at 9:30am after a chat in the morning sunshine. There was a good collection of both air and water-cooled VWs, with a few extra club members who could not make the run still there to wave us off.

Phil and Brian led the way in their two red Golfs. Enroute we gathered three further VWs, at Appin and again at Mt Ousley, and looking ahead travelling down the Princes Highway was a great conga line of VWs.



The weather was perfect with the sun warm and bright. But you all knew that, didn't you?

The Motorlife Museum is just off the freeway at Kembla Grange, just over the other side of the railway line and set amongst market gardens. The collection of cars range from vintage to contemporary cars and motorcycles, with a strong British and Australian flavour.



Best Watercooled and Aircooled VWs and a chance to socialise. Another club member joined us, and a restored Kombi was present with the owner and his family staying long enough to score a vote in Best Aircooled.



Voting slips collected and photo op over we headed off for the short trip to Kiama Golf Club for lunch. It is actually at Minnamurra which meant another cruise along the Highway to our destination about 20 minutes away. Aaron was getting some good footage with the top down on the Golf Cabriolet (do a YouTube search on 'Norms Fish and Chips' and you'll see).

The Club had tables reserved for us overlooking the fairways which fell away into the distance. Our tables were in the sun with floor to ceiling windows. Warms you up and makes you drink more! The club wasn't crowded and we had the dining area pretty much to ourselves.

It was an impressive menu and large portions, and everyone seemed to enjoy their lunch. Yes there was beer-battered fish and chips (John Dory) or spiced Atlantic salmon, grilled fish of the day or a seafood platter. Otherwise you could choose three types of chicken

chips, chicken nuggets or schnitzel, or little ham and pineapple pizza.

As some enjoyed their desserts and coffee, our door prizes were drawn by Aaron's son with everyone walking away with a prize.

A count of voting slips finalised and revealed our winners (drum roll please):

Calos Bonini's lovely red Golf 3 was the Best Watercooled, and daughter Ihara Mannise's beautiful 1965 Beetle was Best Aircooled. Both cars were extremely well presented as was the standard of all cars on the day.

After the formalities members had a chance to socialize until 3:30 before heading home. I think everyone had an excellent time.

I would like to thank all members who attended and those who called to indicate they had to withdraw; Club Veedub members for raffle donations; Jim Pappallo of Pacer Auto Products for sample packs; and Raymond for producing a commemorative sticker for the run. Your efforts made mine worthwhile!

Norm Robertson

schnitzel, chicken breast, lamb cutlets, scotch fillet or deluxe porterhouse steak, and there was vege pasta for the non meat eaters. There was also an impressive choice of gourmet pizzas from the special oven. The kids were happy with their fish n



Audi wins 2012 Le Mans 24-hours.

Audi has taken out the top honours at this year's Le Mans 24 hour endurance race with a first, second, third and fifth finish by its Audi R18 e-tron quattro and R18 Ultra vehicles. The victory marked the 11th time the German powerhouse has won the historic race. This year's race also signifies the 80th time the world's longest-running endurance race has been run.



The Le Mans endurance race is seen worldwide as one of the most prestigious events on the motor sport calendar. Teams from all over the world compete for an entire 24 hour period in a race that not only tests driving skill and vehicle endurance but the ability to survive amongst a field of completely varied vehicles piloted by professional and amateur drivers.

Le Mans, a small village about a 90 minutes train ride (on a 300km/h TGV) from Paris, completely revamps itself each year in preparation for the race. More than 240,000 spectators showed up to the race and thousands camp out alongside the outskirts of 13.6 km racetrack (most of it normal public roads the rest of the year), to be part of the historic event.

This year's race was the start of something new at Le Mans. Peugeot had sadly pulled out this year, after a five-year battle with Audi (which they lost 1-4). This year Audi and new entrant Toyota entered hybrid-powered models to showcase their technology. For Toyota, the importance of its TS030s doing well was crucial, not only to verify the Japanese manufacturer's self-appointed 'leader in hybrid technology worldwide' tag, but to also demonstrate the team's ability to create and manufacturer a pair of completely unique vehicles for a race as grueling as LeMans, in less than 12 months

The 2012 Toyota TS030s are powered by a 3.4-litre naturally-aspirated V8 petrol engine coupled to a hybrid system with capacitor storage. Toyota's re-entry to LeMans comes 13 years after the Japanese manufacturer last attempted Le Mans in 1997-98, when their GT-One lost to the Porsche 911 GT1 and BMW V12 LMR. Toyota then pulled out to concentrate on other motorsport events, including its eight-season stint in Formula One (in which it never won a single race). Most of the Toyota Le Mans team came from the brand's Formula One roots, which further highlights the serious nature of the business.

Audi entered an improved version of the R18 called the R18 Ultra. Apart from changes required by the regulations (reduced air intake restrictor and a smaller 60 litre fuel tank, down from 2011's 65 litres) the car was completely reworked to reduce weight. Changes included a new carbon-fibre composite gearbox housing and changes to the one-piece monocoque. The result was the lightest Le Mans prototype that Audi Sport has ever built. The R18 Ultra still has the Audi 3.7-litre V6 TDI engine, mid engine and mounted longitudinally. With a single Garrett TR30R VGT turbocharger, the V6 makes 410 kW – an amazing 110 kW per litre!

The R18 Ultra carries over the R18's closed cockpit design, LED headlamps (in the shape of a number '1') and 6-speed electrically controlled S-tronic sequential manual gearbox. The R18 Ultra is rear wheel drive, but has larger and wider tyres on the front wheels to increase the contact patch.

In addition, Audi was also entering examples of the new R18 e-tron quattro. This is an R18 Ultra fitted with an additional hybrid drive system, which uses a flywheel accumulator to store braking energy and can send up to 500 J to the front wheels – making the R18 e-tron an AWD race car. The rules only allow the system to operate above 120 km/h. The e-tron's fuel tank is reduced further, to 58 litres.

Qualifying was held on Thursday and Friday, as a last practice and to set the starting order. Audi was on pole position with appropriately the #1 Audi e-tron, setting a time two seconds faster than the R18's pole time of 2011. Alongside in second starting position and filling the front row was the #3 Audi Ultra. In the second row was the #8 Toyota, and #2 Audi e-tron. Another Toyota, and the #4 Ultra, filled the third row.



The Le Mans race includes four categories, LMP1, LMP2, GTE Pro and GTE Amateur, which brings together a series of extreme racing prototype machines driven by professional racing drivers (including ex-Formula 1 drivers) and cars like Ferrari 458s and Chevrolet Corvettes driven by both professional and what's referred to as gentlemen drivers. Essentially teams comprised of amateur racers that have enough money to compete. The entry cost of one car for the series is around •800,000 euro (\$1 million). More than 1,700 volunteers give up their weekend to help wave appropriate flags and man the track. A great portion of the Le Mans community and many from around France get heavily involved to ensure the event's smooth operation.

The atmosphere is similar to a European Formula One race, except that spectators are far more settled in for the long haul. Alcohol is aplenty but we didn't notice any anti-social behaviour during our extensive time at the track. Shuttles transported us around numerous spots and despite the huge turn out, there was plenty of space for everyone to get a good

look at the cars screaming past. Team loyalty was aplenty and Audi seemed to have the crowd on its side, but even the smaller teams had their supporters. The Nissan DeltaWing, which looks like something Batman would drive, also got its fair share of fans.

The festivities begin with an opening ceremony, which saw each one of the 56 competing cars being pushed out on the grid for all the spectators to see. The race started at 3pm local time and ended almost exactly 24 hours later. For those that are extremely into their motorsport, being able to remain awake for the entire 24 hour endurance race is a badge of honour, one which we didn't earn as we succumbed to sleep deprivation late into the night.



Each car has three drivers and certain rules and regulations restrict how long a driver can remain out depending on track and daylight conditions. This means there are numerous pit stops throughout the race and given the 24-hour nature of the event, the urgency is not as critical as Formula One. That's not to say pit stops are not lightning quick.

For the first quarter of the race the Audis dominated, although the #3 Audi Ultra spun and hit the barriers. He returned to the pits for suspension repairs. Around the sixth hour one of the Toyota TS030s briefly took the lead from the leading Audi R18 e-trons. Just before midnight a spectacular crash saw the #2 TS030 car driven by Anthony Davidson make contact with a GT Endurance AM Ferrari 458. The Toyota TS030's extreme aerodynamics resulted in it flying through the air and slamming into a tyre wall. It took more than 20 minutes to extract the driver (who broke two vertebrae) and almost one hour was spent repairing the wall.

This gave Audi a chance to reclaim the lead after a series of safety car inspired pit stops and the experienced Germans never really gave an inch from there. But before that result became obvious, Audi's expertise were well and truly on the line, as it had entered a pair of unnaturally quiet diesel-hybrid R18 e-tron quattros for the first time. The 3.7-litre V6 TDI diesel hybrid was Audi's answer to the Toyota TS030s, and Audi's insistence that it can bring about hybrid technology to its diesel powertrain in a race as gruelling as Le Mans. Having married diesel and electric power, it had the benefit of huge torque from both powertrains.

When the second Toyota LS030 made contact with the Nissan DeltaWing it resulted in a series of events that required extensive repairs for the Toyota (and the end of the DeltaWing). We were more than amazed at the ability of the high profile teams to be able to nearly rebuild a seriously damaged car in less than 30 minutes.

Audi's engineers replaced broken suspension arms and the entire front module of an R-18 Ultra in less than 20 minutes, twice. In the spirit of Le Mans, cars carry repair kits

for the driver's use whilst on track as the ability to get the car back to the pit without external help means the teams can repair and send it out again without disqualification.

After numerous pit stops and much repair work, the second Toyota TS030s engine gave in and the car retired just after 1am, to the disappointment of the Toyota camp. This left the two hybrid Audis and one Audi Ultra in a near unchallengeable position as they continued to dominate the second half the race. The second diesel R18 Ultra suffered a serious single vehicle accident that gave one of the LMP2 cars a run in for fourth position.

At 3pm on Sunday Andre Lotterer led a perfect formation finish of four Audi R18s to win the 80th edition of the 24 Hours of Le Mans. Lotterer and co-drivers Benoit Treluyer and Marcel Fassler drove a faultless race to win for the second consecutive year. They also made Le Mans history in being the first team to win the race in a hybrid drive car.

8-time winner Tom Kristensen crossed the line in second, making it a 1-2 for the Audi R18 e-tron quattro, ahead of the #4 Audi R18 Ultra that finished fifth. Rebellion Racing's #12 held off the final member of the Audi quartet to finish fourth – the best of the privateer run LMP1 cars.

"This is no doubt a historic victory for Audi," said Audi Team boss Dr Wolfgang Ullrich. "We were the first to win Le Mans with a direct-injection turbo gasoline engine, and the first to be successful with a diesel engine. It's a great result that Audi is now the first brand to have achieved victory with a hybrid vehicle – and right on the first run."



Audi's dominance is also worth mentioning as the German brand has now won the event 11 times, two more than Ferrari (nine wins) and second only to Porsche which holds the race record with sixteen wins. Porsche is returning to Le Mans next year, so it will be very interesting to see how the two family brands combat each other. Perhaps the disappointing aspect of this year's Le Mans was the lack of local manufacturer Peugeot, which did win in 2009 with an 908 HDI diesel but was beaten by Audi on four other attempts.

If you're a motorsport fanatic or even if you're just a regular car enthusiast, the Le Mans 24-hour endurance race is one of those must-attend events, a pilgrimage of sorts that must be experienced in person. It differs to Formula One as the cars can be radically different and yet compete in the same class. The rules and regulations are significantly less strict, which no doubt favours teams with the most money but also funds great advancements in motorsport technology.



VW-Porsche 914.

For Aussie car enthusiasts, 1969 was a standout year. The awesome XW Falcon GT 351 arrived, along with its mean HT Monaro GTS 350 rival.

From late '68, a new generation had already started pouring in from Europe, including a striking Fiat 124 Coupe, Alfa Romeo 1750 Veloce in both coupe and spider forms, an affordable mid-engined Lotus Europa and a new BMW 2002. They joined a revitalised MGB MkII and a Triumph TR5 that had quickly evolved into the TR6 with a slick GT6 MkII to back it.

Even the quaint Datsun Fairlady had become the more purposeful Datsun 2000, and the 240Z was only a year away. Mazda was lobbing grenades with the rotary and Ford was getting its act together with the Capri.

Notice one milestone model missing in a market that was one of the biggest for all its backers.

Depending on where it was sold and which engine it featured, it was badged as a Volkswagen or Porsche or both. The car was the 914 and Australians were worse off for not seeing it here. It was a groundbreaking mid-engine design that was, to the 911 of the time, what the Boxster is today.

Its chunky looks, all-independent suspension, rugged construction, advanced targa roof design, twin luggage compartments and choice of VW or Porsche drive trains would have suited Australians.

When Porsche launched the Boxster, it drew on the Spyder heritage as if the 914 never existed. What happened behind the scenes for the 914 to be regarded as the automotive equivalent of passing wind in a crowded lift?

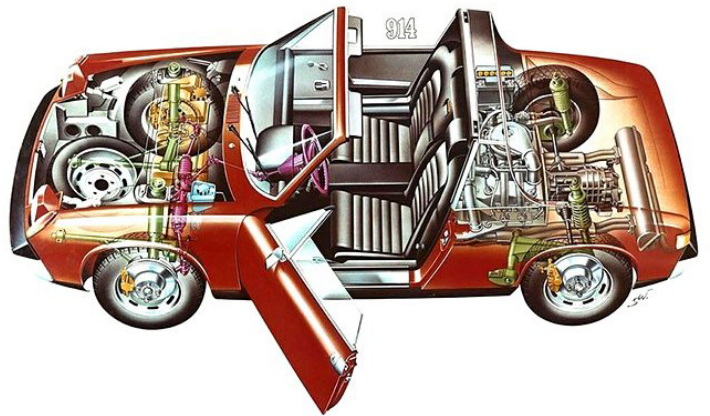
Like so many automotive orphans, the 914 emerged from a relationship that went bad, even if over 115,000 were sold. By 1967 VW was not only struggling to make a profit but found itself having to resell its total dependency on the rear-mounted, air-cooled engine as the way of the future. Ralph Nader had discredited VW's engineering approach at a

time Europe was switching to front-drive, and Japan was proving there was plenty of life left in the front-engine rear-drive layout.

Porsche, by definition, was in the same boat when the mid-engined Lamborghini Miura, DeTomaso Mangusta, Dino Ferrari 206, Matra Djet V and Lotus Europa arrived in rapid succession, threatening to wipe out the 911 as a valid sports car design when these newcomers reflected the latest racetrack developments.

After all, Porsche's own specialist racing models, including its awesome Le Mans track cars and 904/906 road racers, were also mid-engined and the company's racing heritage was founded on that layout. Porsche was particularly vulnerable after its 356 hit retirement age in 1965, and its worthy four-cylinder 912 replacement could only undermine 911 sales and image, a folly that had to end by 1968.

In this hour of mutual need, VW and Porsche came together to deliver a new sports car and image leader, a measure of the relationship between VW's Heinz Nordhoff and Ferry Porsche. When the critically important US distribution conduit for both companies was branded 'VW-Porsche', and later 'Porsche+Audi', it was in Porsche's interests that VW maintained its economies of scale, and in VW's interest that Porsche be seen as an innovator, sprinkling fairy dust over a struggling VW range. It is why the most wicked of Porsche Can-Am entries wore joint branding during this period.



Thus Nordhoff was receptive to Porsche's plan to return to its mid-engined roots, using as many mass-produced parts as possible. VW's own Karmann Ghia image leaders were in strife in the volume US market after the Mustang pony car phenomenon made a nonsense of a bespoke 1.3-litre personal coupe. The striking Type 3 1500 Karmann Ghia launched in 1962 was too expensive then, and neither mainstream nor quick enough to fill the gap, so it was granted a mercy killing for 1969.

Meanwhile, the original 1954 Type 1 Beetle-based Karmann Ghia was boosted to 1.5-litres in 1966, then progressively upgraded with US bumpers, bigger parker/indicator lights, and finally the CV-joint rear end and Superbug 1600 twin-port engine. As a more mainstream budget coupe, it lived until 1974 after selling almost half a million. However, Australian sales ended in 1969 when Volkswagen Australasia was dissolved and replaced by Sydney's LNC Industries as the Australian VW distributor.

This left a gap for a new hero sports model to validate the mechanicals of VW's new 411 sedan and wagon range,



which featured a newly-designed 'pancake' or 'suitcase' 1.7-litre engine that sat under the rear boot floor, much like the smaller Type 3 engine.

The axing of the Type 3 Karmann Ghia would free up production space, so Karmann became the third party in the new joint venture.

The 914 had to perform multiple roles before it even hit the roads. It's a marvel that it even reached production when it had to satisfy so many vested interests. Many would argue that it met none of them very well but the 914 had survived the test of time too well to be dismissed so readily.

Because Porsche didn't want to erode its 911 range and VW didn't want it to look like a Porsche, independent design house Gugelot Design contributed the 914 starting point based on its design study for a composite body-chassis sports car. Hans Gugelot, a Dutch-Indonesian made good in Germany, was a celebrated Braun designer who also gave the world the Kodak carousel projector. Sadly, Gugelot died prematurely in 1965 at age 45 so Porsche's in-house 911 designer, Butzi Porsche (Ferry's son), was left to convert it to a mid-engined format with an extended wheelbase and new quad-headlight front. For cost reasons this was later swapped for the production front.

This stillborn quad-headlight layout appeared later on VW's 412 facelift, after it featured on several Porsche proposals for a new Beetle and also some South American VWs. The 914's production oval front parker/blinker units hinted at the rear lights on the early Type 3 range, and those on the Type 1 Karmann Ghia. The 914 rear lights linked it to the Type 4 and the 911.

The chassis featured 911 front components (just like the Boxster), with its own coil-spring independent rear end and all-wheel disc brakes, the first VW so fitted. The start and commendably uncluttered interior drew too much on the VW parts bin for a top-end sports car. As it was readied for release, VW chief Heinz Nordhoff died and was replaced by a bean counter, Kurt Lotz.

Although the Volkswagen version was to be totally built by Karmann, Porsche was to be supplied semi-assembled 914 bodies so it could build its own six-cylinder versions at a modest premium over the VW version. New boss Lotz was having nothing of this, and treated Porsche as an outside buyer, which some suggest lifted the build price of the 914 above that of the 911.

Because of the relativity established by the much cheaper VW 914, Porsche had no chance of sustaining a 911 price tag on their 914, which might explain why Porsche only built 3,351 of the 914/6 between 1970 and 1972. When VW also abandoned Porsche's revolutionary Beetle replacements and went with the Audi-based Passat and Golf, you start to get a sense of why Porsche might not be keen to revisit this era. The 914 dual branding was also an unmitigated disaster and provides some insight into why Porsche bought the later VW/

Audi-based 924 back from VW and branded it as a Porsche only.

Because of the politics, the European 914 was sold as a VW-Porsche and was quickly called a Vo-Po, the same abbreviation used for officers of the dreaded East German police, the Volkspolizei. The VW 914/4 version had the Type 4's 1.7-litre while the Porsche 914/6 variation picked up the 911T carburettor version of the 2.0-litre flat-six, as well as some distinguishing body and interior touches. Because the 914 was neither a VW nor a Porsche, and VW was no longer committed to it as an image builder, it never received serious development.

The rare 914/6 GT, powered by Porsche's 906 engine, supported a token competition program with enough outstanding results to highlight its incredible potential. There was also a 914/8, especially built as a birthday present for Ferry Porsche.

The disastrous European experience ensured that the 914 was launched as a Porsche only in the US, under the new Porsche+Audi banner.

After Porsche pulled the pin on its flat-six 914/6, it was replaced in 1973 with a 2.0-litre high-compression version of the VW 411/412 sedan engine. Australians eventually saw this engine, in a much-detuned state, in the back of 1976-79 Kombis. While it was slower than the 914/6, it was probably what the 914 needed to be in the first place. The 1.7 continued but was upgraded to 1.8-litres in 1974 – again, both of these were also used in VW Kombis in a reduced state of tune.

For the final 1975 and 1976 examples, emission rules and big bumper requirements left little of the original purity. Just imagine what the 914 could have been with the European Carrera 3.0-litre in its tail.

After VW abandoned the under-achieving Type 4 in 1974 and was on a roll with the Passat and Golf, there was no point in continuing with the 914. VW had already replaced the Type 1 Karmann Ghia with the new Scirocco, and the Golf GTI was the way of the future. Even Porsche was seriously looking at abandoning its 911, as its new designs like the 924 and 928 in preparation, which might explain a post-script that now seems incredibly careless.

Because the 924 was still a year away, the 914's final 2.0-litre VW engine was slotted into the big bumper 911 for the 1976 model year, creating the 912E, a model that gave some credence to the old jibe that Porsches are overpriced Volkswagens. This also provides an insight into why Australians missed all of this.

Even the leisurely 914/4 was significantly more expensive than the Type 3 Karmann Ghia. Under 1969 exchange rates and tariffs, that would have priced it 20 percent above the latest and quickest Triumph TR6 and Lotus Europa. The 914/6 was near enough to the same price as a 911T, which in Australia was 20 percent more than a Jaguar E-Type roadster.

Australian Porsche distributors were already struggling to build enough equity in the Porsche name to support heady local 911 prices, without confusing the issue with a no-name 914 or a VW-powered 911. Yet, the Boxster has demonstrated that, if left to its own devices, Porsche had a winner on its hands.

Joe Kenwright



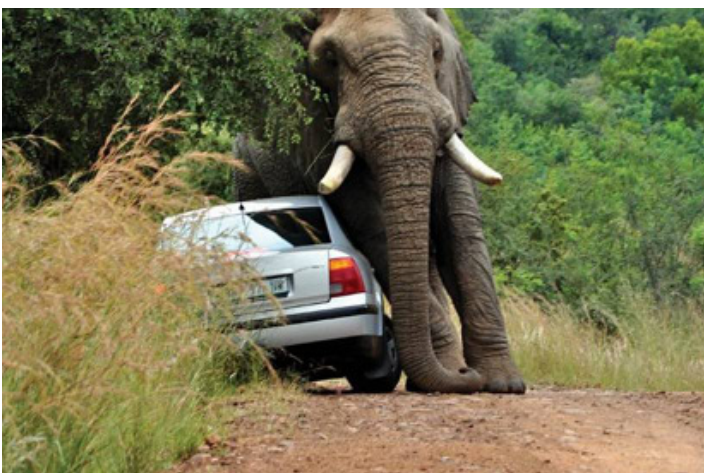


VW Passat flipped by bull elephant.

Johannesburg, South Africa, February 2011 - A Rustenburg man has described how his life flashed before his eyes as an aggressive bull elephant flipped his car over with him and a friend inside.

"I never thought I would be killed by an elephant," John Somers of Rustenburg said afterwards. What is more, it was his 66th birthday - and he was in a Volkswagen Passat he had owned for only two weeks.

Somers and his wife Judy are regular visitors to the 570 square-km Pilanesberg Game Reserve, located in North West Province, west of Pretoria. However, on Thursday Judy, a



chef, had to take care of a friend's guesthouse. Somers and Carina Lowers, a friend visiting from Johannesburg, decided to go for a drive in the nature reserve.

"When I turned a corner there was a 'bakkie' (pick-up utility) in the road in front of us. The driver started reversing and stopped next to us. I'm Irish and he was speaking Afrikaans, but I could make out the word 'elephant'," said Somers.

It later emerged that the elephant was Amarula, one of the largest bulls in the reserve.

"I tried to reverse, but the back of the car was half off the road in a ditch and in order to get out I would have had to drive forward.

"The elephant came walking down the road. I was afraid of making a noise and turned the engine off."



The elephant was at his vehicle by this time. It broke the window on the driver's side and rubbed up against the car.

"It really seemed to regard the car as a female elephant and was making advances to 'her'.

"Carina and I were very nervous, because we could see the elephant was in musth," Somers continued. Musth is when bull elephants experience a rise in reproductive hormone and highly aggressive behaviour.

"When the bull started flipping the car over, my life literally started flashing past before my eyes.

"The car landed on its roof and we were lying inside it.

"Carina was very scared and wanted to crawl out, but I first wanted to see where the elephant was. When we saw it walking away we crawled out through the window."

While Amarula was nonchalantly flipping his car over, there was a deathly silence, said Somers. Two other vehicles were parked nearby.

The elephant bull passed close to the car on the right-hand side of the road and disappeared into the bushes.

"There was a guide from Pretoria, a guy called Pieter, with two Italian tourists. They helped us a lot."

At the Pilanesberg centre a doctor and a nurse, also visitors, treated their injuries - mostly lacerations from the broken windows, bruises, and scratches from the thorn bushes next to the road.

Johnson Maoka, manager of the nature reserve, says a bull elephant in musth can act unpredictably.

He recommended not trying to pass an elephant on the road, but rather to avoid it entirely by doing a U-turn and going another way.



#3 retard.

You've probably heard that early Volkswagens were slightly retarded on the #3 cylinder (that's the one on the left front of the motor). This was because the upright steel oil cooler, located inside the fan shroud, affected the air flow to that cylinder and made it run hotter than the others. Retarding that cylinder only – by 2 degrees at the distributor – made it run cooler.

Do you have the 'Bentley' Volkswagen manual? It's not quite the official 'factory' Volkswagen Workshop Manual (it's abridged), but it's still the best one you can buy new nowadays (see www.bentleypublishers.com/volkswagen). It tells you about the #3 retard on early engines.

Open the Bentley Workshop Manual for Volkswagen Transporter, 1963-1967' (ISBN 0-8376-0391-9). There, in Section E-9 on page 12, it says: 'Service Note: From 3rd August 1964, Chassis No. 115 000 001, Engine No. 8 788 071, all VW engines are fitted with modified distributors. The breaker cam lobe which controls the firing point of No. 3 cylinder is offset 2 distributor-shaft degrees in the retarded direction.'

There are also various other associated Notes, Warnings and Illustrations, bleeding over to page 12a, the obverse of which is blank, indicating 12a is a supplement, inserted after normal pagination of the manual. In the old days, Volkswagen regularly sent Workshop Manual updates to their dealers as 'Service Bulletins', which were added into the manual at the appropriate place.

If you have a VW engine of 1200cc displacement or more and you are using the original upright oil cooler then you should be using a distributor which retards the #3 cyl. firing point.

To find out when they stopped using the retard, you need to look in a Factory Service Manual covering the 1971 model year. When the aluminium 'dog-house' cooler was introduced, it was offset to the front of the car. It's not in line with #3, so the #3 retard was no longer necessary.

If you are using an engine fitted with a dog-house type oil cooler it doesn't matter what type of distributor you are running. The early retarded distributor will work, although one without the retard will improve the engine's efficiency.

If you have a distributor of unknown provenance and wish to determine if its #3 lobe is retarded, you can develop that information by inspection, either with a distributor



diagnostic machine or by installing the distributor on an engine fitted with a degree wheel and observing the firing point of each cylinder using a stroboscopic timing light. Two degrees at the cam is four at the crank so it's pretty easy to spot.

With new aftermarket distributors being made anywhere from Mexico to Brazil to Taiwan, who can say whether they have the #3 retard or not. It's up to you to measure it before you use it. If you find your 009 has no #3 retard, you can't use it on your 1200, 1300 or 1500 unless you've fitted a dog house cooler and fan shroud.

Normal service life of the VW distributor is around 100,000 km, and is determined by end-float. That means even the youngest of the original retarded distributors was worn-out by about 1985.

Flow-bench vs reality.

The original purpose of the flow-bench for head work was to provide a measure of merit rather than quantified data. But it wasn't long before we saw flow-bench figures converted into purely notional units of cubic feet per minute (what you actually measure is the pressure differential) and used to sell junk to the Kiddie Trade. The same sort of 'bigger is better' hype is used to sell cams, valves, cranks, jugs and so-forth.



After my second tour in Vietnam I built a rather elaborate flow-bench. Over a period of about seven years the most valuable thing it taught me was how little I knew. And I'm not just talking fluid dynamics :-)

As you've already guessed, measuring the flow of air can only provide a measure of merit - this head flows more (or less) than that head. But fuel-air does not behave the same as air alone. Smoke or other benign suspended colloid, in the proper ratio with air, provides a more realistic test - and often produces results significantly different than when using air alone.

The idea that a simple measure of merit is good enough for selecting the 'best' heads is only valid for dragsters, where fame & fortune is based on a run-time of six to ten seconds. As soon as you add durability to the equation - and measure it in hundreds of hours rather than tens of seconds - you may as well throw away that huge pile of heads you've been working with and start all over. If you do that, don't be surprised if

your best efforts looks remarkably similar to the heads off existing air-cooled aircraft engines :-)

An even tougher test is to discover that after a thousand hours of work, you've managed to confirm what Sir Harry Ricardo defined in his book... in 1920.

Let me give you an example of why the flow-rate thing is mostly hype. Let's use a 2180cc engine having a volumetric efficiency of 100% (yeah, I know - impossible - but work with me here). It would be nice if we could use litres for airflow - it would be much easier to work out - but none of the US cylinder head modifiers do. So we'll talk their language and use inches. Hang on while I find my conversion tables.

OK, 2180cc times 0.06102 equals 133.0236 cubic inches. But we're talking a four-cylinder Otto cycle engine, so the actual displacement per revolution is just half that (because the other half of the crank turn the piston is going the other way), or about 66.5 cubic inches per rotation of the crankshaft.

Now pick a middling rpm, something that your street VW would see fairly often but might be seriously silly for an airplane engine - let's say 3200 rpm.

66.5 cubic inches times 3200 rpm is 212,800 cubic inches per minute. Divide that by 1728 and you've got 123 cubic feet per minute.

That's a totally fallacious figure because at that rpm your volumetric efficiency won't be anywhere near 100%, but let's use it as a benchmark. Or even round it up to 125 cfm just to make the figuring a tad easier.

Keep in mind, that's also the flow through the carb for the entire engine - all four jugs.

Now take a look at all those trick heads they sell to the kiddies. Huge valves - which run hot and seal worse than smaller valves - but a nice match for the huge ports and cut-away valve guide boss - that gives you flow rates per cylinder as high as 350 cfm. Wow! Gotta be good, eh?

If one jug can flow 350cfm, with four-cylinder Otto cycle engine that means it has the potential to pump 700 cubic feet of air per minute! Gosh! Is that great, or what?

Did anyone notice that the maximum amount of air the engine can take in is only 125 cfm? Apparently not, because hi-flow heads sell like hot-cakes :-)

Wanna build an engine for a replicar like the Beck 550 Spyder? Then you want something that can spin seven grand and hit two hundred and twenty kays on the straight-aways. That's when you go for hi-flow heads, six pound flywheel, titanium valves and four 40mm Dellortos. Something that might approach - but not ever actually achieve - 350 cfm.

But not to sling a prop.

The airframe dictates the prop and the prop dictates the engine. That's when you discover that the actual flow-rate of your engine is something less than 90cfm and that even single-port heads can give you that. Of course, you put your stock SP heads on the flow-bench and clean up the ports and swirl-polish the valves and attend to a host of other minor chores and come up with a marked improvement in your volumetric efficiency for nothin' more than a bit of labor.

Why the interest in volumetric efficiency? Because in a normally aspirated engine peak VE tends to coincide with peak torque. And despite what the hucksters keep yelling, the key factor in producing thrust is how much torque you have available at that particular rpm.

Annealing copper washers.

Bob, I was thinking that a while back someone said that you can take the copper oil strainer washers and heat them with a torch till they are red hot and then let them cool and you can reuse them. The heating returns their flexibility.



You heard wrong. On two counts.

Heating copper then flicking it into cold water is how you anneal it; that is, make it softer.

But part of the problem is that the washers have been crushed - their thickness has been reduced. Annealing them does not make them thicker.

The VW sump plate was originally secured with acorn nuts. Their purpose was to limit how far the nut can be threaded onto the stud. With undistorted parts, meaning they should be flat, and gaskets of the proper thickness and composition, meaning they should be impregnated paper rather than plain cardboard, and a copper washer of the proper thickness and temper, putting it all together and torqued to the proper spec (5 ft-lbs) gave you a leak-free fit automatically.

That was then.

Over time, your acorn nuts have probably vanished, replaced with a common nut installed with an un-specified amount of torque, which made the thickness and temper of the copper washers even more critical than before. You probably have cheap plain cardboard gaskets. And I'll bet at least one of the studs are loose.

drip drip drip...

Bob Hoover



Official Photographs Australian National Antarctic Research Expedition

How far will

This radiogram from Mawson gives you an idea:

'THE VW WAS USED AS SCOUT CAR TO SEEK ROUTE AND ESCORT TRACTOR TRAIN TO FISCHER NUNATAK. ICE SLOPES SNOW FIELDS AND CREVASSES HILLS WERE ENCOUNTERED BUT NO WORRY TO THE VW.'

It can handle the freezing polar ice-cap or a blistering desert with the same apparent ease as it wins an around-Australia trial.

How?

The VW is designed so you don't get

the bugs you get in most cars.

You do without a radiator and cool the engine with air, so it can't freeze in Antarctica or boil on an Australian highway. Hoses can't leak. There aren't any.

You put the engine in the back, over the driving wheels, so there's much better traction in snow, sand or mud.

Or on a wet and slippery city street.

You invent a gear-change that makes driving a joy.

But it takes 5,008 parts to make a VW. Is every one of them perfect?



the VW go to prove a point?

They mightn't have been to begin with, but over the years each has been refined and improved so now they're as close to perfect as we can make them. (And even with all the extras we've added the price is still only £953.)

Then you put the whole car together so tightly it's actually capable of floating.

What next? Well, apart from actually visiting a VW Agent and taking a five-mile test-drive, how about the Volkswagen's baked enamel finish, independent torsion bar suspension on all four

wheels, inbuilt heater-demisters and windscreen washers?

They help, even if you aren't driving in Antarctica.

And if you are, then don't be without them.

(Ask the men at Mawson.)



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