

Zeitschrift



Volkswagen Arteon.

October 2023

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VW Arteon

Rod's Life Project Update 10

More Ash articles

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Toohy 2E GT

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

**A member of the NSW Council of Motor Clubs.
Affiliated with Motorsport Australia (CAMS).**



Club VeeDub Sydney Committee 2023-24.

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Social Events:	Kylie Rayner krkombi@gmail.com	0401 135 381
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Tool Librarian:	Bob Hickman hicko@iinet.net.au	0418 613 394
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Motorsport Captain:	Rudi Frank bigrudivw@gmail.com	0418 442 953
VW Nationals Committee:	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
General Committee:	Danny Haynes Wayne Fenech	Mohammad Bamyia

Canberra Committee.

President/Secretary:	Willie Nelson	clubveedubact@gmail.com
Treasurer:	Dave Cook	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Events Coordinator:	Willie Nelson	clubveedubact@gmail.com
Council Rep:	David Cook	clubveedubact@gmail.com
Ordinary Members:	Eric Grimm, Aldred Gonzalez	

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The normal cost is \$50 for 12 months. Membership with Historic Rego is \$60 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, 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 324
Mortdale NSW 2223



Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. 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.

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 (2003-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

35 years.

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See the back page for all the 2023 VW Nationals sponsors

*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



SYDNEY GERMAN AUTO-FEST 2023



Mercedes-Benz Club of NSW Presents

SYDNEY GERMAN AUTO-FEST 2023



SUNDAY 29 OCTOBER 2023



Car Show
& Family
Picnic



Gough Whitlam Park, Bayview Ave, Earlwood

Car in place by 8:30 for 9am start | \$15 online booking or \$25 at the gate

Sponsored by:



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Laing & Simmons

sydneygermanauto-fest.com.au



For enquires please email: sga@mbcnsw.org.au

FOR MORE INFO & TICKETS VISIT:

Yes it's on again!

Boris' Picnic Day

2023



*** **GREAT NEW VENUE !!** ***

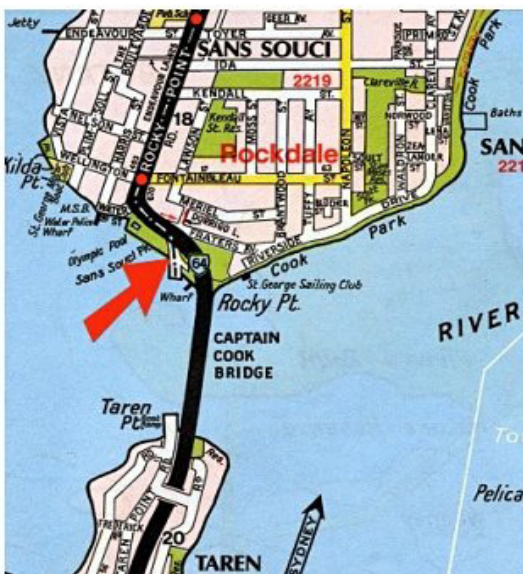
When: From 8:00am Sunday 12 November 2023

Where: Sans Souci Park, right near Captain Cook Bridge

Heading South: From Rocky Point Rd, turn right into Riverside Drive.

Heading North: Cross the bridge, turn left into Riverside Drive.

- **Come rain or shine! Free entry. Try to get there early!**
- **Toilets, kids play area, pool, fishing pier close by**
- **Juicy BBQ sausage sizzle, crusty rolls, cold soft drink, hot coffee and tea available. Club shop open.**
- **Display your VW (no judging or trophies). No swap stuff please.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Shine up your VW and we'll see you there!**



For more info:

Phone Boris
(02) 9789 1777

Phone Wayne
0439 133 278

Phone Zelko
0419 807 807



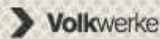


Volkswagen Australia

Day of the Volkswagen



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 **SUNDAY 19th NOVEMBER**
Yarra Glen Racecourse

Yarra Glen Racecourse Armstrong Grove Yarra Glen (Mel. Ref. 275 C1).
Public Entry 9am. Trade Display and Swap Site entry 8am. Show and Shine entries close 11am sharp.



IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.



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Club Merchandise, Traders, Swap Meet
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VICTORIA DRIVE
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10.00am to 3.00pm
Vehicle entries from 8.30am



For more information

www.volksenthusiasts.org.au



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Von der Frau Präsidentin.

Woah...es wird heiß hier drin!
(Woahit's getting hot in here!)

What a crazy and unseasonably hot few weeks it has been! Lots of great events over since our last issue was published! Volksfest, German Auto Day, VW Warwick and Old Bar Beach Festival all done and dusted for another year! See some reports and photos in this issue. Unfortunately, I only made it to Old Bar as we were busy holidaying and exploring Malaysian Borneo!

During our travels, I expected to see quite a few classic VW's, but I kid you not, there was only 1 early 70's Beetle that crossed our path! We did see 2 modern Beetles, one bright pink may I add but that was it!

What they did have, and by the bucket load, especially in Kota Kinabalu is these tiny 5 seaters (think like an early VW Golf had babies with a Nissan Cube) that were hotted up like something out of Fast and the Furious! It was truly fascinating, and one of the things I really enjoy about travel!



Alright enough about me and my trip! Upcoming events are :

* Sydney German Autofest 2023 at Gough Whitlam Park, Earlwood, on the 29th October 2023

* Boris' Picnic Day on Sunday 19th November, at Sans Souci Park from 8am - get there early!!

* Day of the Volkswagen, Melbourne on Sunday the 19th November 2023

* Adelaide Volksfest at Torrens Parade Ground, Adelaide on the 26th November 2023

And of course we'll see you at the next club meeting, on Thursday 19th October, at the Strathfield Golf Club.

Bis später, Alligator,
(See you later,
alligator!)

Lee Woods



Kanberra Kapitel report.

Greeting from the National Capital, Spring is such a busy time for car enthusiasts in Canberra. With the warmer weather and clear skies, everyone wants to get out in their classic cars to celebrate coming outside, rather than staying home during our frigid winters. As such, there is a car event of some sort on just about every weekend leading up to the end of the year. I'm not complaining!

We added to the craziness by conducting the ACT German Auto Day in conjunction with the other German car clubs on Sunday 24 September. It was a fantastic event and everyone who attended had a great time. Read more about it later in this issue.

Thanks to the new concessional rego scheme here in Canberra, we have seen an increase in member numbers and approximately 50 percent growth in the number of cars on historic rego through our club. This has kept the registrar and assistant registrar busy with vehicle inspections and logbook endorsements. This is a good thing - seeing these cars on the road and joining in with club activities helps keep the interest in the club alive and well.

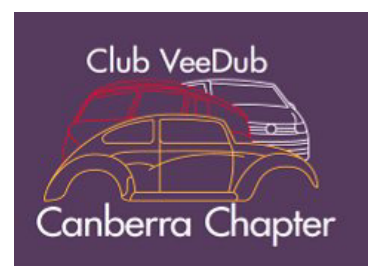
A few events coming up for the Canberra Chapter, including another German Cars and Coffee event in November. Keep an eye on our Facebook pages for more details. We are also starting to plan our Christmas event and would love to hear from members for some ideas on what they'd like to do for this event.

Our club meetings are held on the first Tuesday of the month at the Spanish-Australian Club in Narrabundah from 19:30. All members are welcome and it's a great opportunity for you to bring any ideas to us or get the low-down on club happenings.

We would also like to ask all members to consider joining the committee to assist in running the Canberra Chapter. With Dot's departure and my plans to be travelling for much of next year, we will need some members to assist the rest of the committee. There is nothing too hard and a few hours per month is about all it needs to keep everything ticking over. Please consider and feel free to have a chat to the current committee members - there's plenty of time, as the AGM isn't until early next year.

Hope to see you all soon at some of our events.

Willie.



Klub Kalender.

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

Canberra Chapter events are shown in dark blue. See www.facebook.com/groups/ClubVeeDubACTPublic/ for all info on these events.

October.

Thursday 12th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 29th:- Sydney German Autofest 2023 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display - let's try to outnumber the others! \$20 entry per car. Food and drink stalls on site, trophies for the best cars. Cars to be in place from 8:00am (no later than 9:00am).

November.

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

Tuesday 7th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 9th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Sunday 12th:- Boris' Picnic Day 2023. Yes it's on again! A great new venue, Sans Souci Park, right beside Captain Cook Bridge at Sans Souci. From the north, turn right off Rocky Point Rd into Riverside Drive before you reach the bridge. From the south, cross the bridge then turn left into Riverside Drive. From 8am - try to get there as early as possible (no reserved parking). Free entry. Boris is taking his BBQ and a Kombi-load of sausages, onions, crusty rolls and drinks and you are invited to join him! Show off your shiny VW (old and new welcome) - but no swap meet stuff please. Asphalt parking, toilets, pool, kids play area and fishing wharf close by. See you there! Phone Boris on 9789 1777 for more info.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks,

raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Sunday 19th:- Day Of The Volkswagen Melbourne, at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Hosted by the Volkswagen Club of Victoria. For more info see www.vwcv.clubexpress.com

Sunday 19th:- Canberra German Cars and Coffee at the Spanish Australian Club.

Sunday 26th: Adelaide Volksfest, presented by the Volks Enthusiast Club of SA. Torrens Parade Ground, Victoria Drive Adelaide. 10am to 3pm, vehicle entry from 8:30am. VW Show n Shine, trophy presentation, traders stands, Swapmeet, BBQ, live music. For more info visit www.volksenthusiasts.org.au

December.

Tuesday 5th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start. This meeting will also be the **Club Veedub CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) for your entry and drink coupons - if everyone brings a present, then everyone GETS a present. Free nibbles and fantastic hot finger food provided. Ho ho ho!

January 2024.

Tuesday 2nd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 11th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

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 if you provide a JPG. 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.

New ads.

For Sale:- I have original VW dealers w/shop manual from 1969 in top condition, for sale. T Located in Taree. Please contact Ray on 0419 706780. or email raylapham68@gmail.com

Wanted:- I'm after car show results for the very first VW Nationals in 1988. These weren't published in Zeitschrift at the time, and no other VW magazines were around in early 1988. I have results for every other year and am working to put the whole lot up on the website to preserve the history. Does anyone have the information in their old files as to who won what trophies way back in 1988? Please email me at editor@clubvw.org.au if you have the results somewhere - thanks (Phil)



For Sale:- Mk1 1978 VW Golf for sale. 5 door hatchback/GLD diesel. Ideal classic for restoration project. Straight condition/no accidents. 291,936km. Virtually no rust but not running. Heaps of spares. Text only: best offer to Ian on 0411 121311. It's either sold asap or reluctantly I will have to send it to scrap metal by Christmas.

2nd Month ads.

For Sale:- Hi. I have a Scirocco R (MY2013) for sale. It is in good condition with only 80,000 on the clock. Your members will recognise that this is an uncommon vehicle and I wondered if any of them might be interested. The car is 'rising blue' in colour. The mileage is just 80,938 km. It is registered in the ACT until December 2023. The car is located in Isaacs, ACT. I'm asking \$27,500. For more info please contact Linda on 0419 514 578 or email mopsella@gmail.com



For Sale:- Volkswagen Scirocco. I've hardly driven Viper Green 'Mr Bean' the last 3 years. It's fully-owned, not under finance. For genuine reasons [personal safety & security], I'm not selling via public channels such as carsales, autotrader, etc. I love it, and would prefer to retain 'Bean', but unfortunately must sell what has been the best all-round drive I've had in just a whisker under 55 years.

- * 99,296 kms as of today
- * serviced last by Denlo, next @ 104,000 kms
- * new battery
- * panoramic sunroof
- * good-as-new tyres
- * complete wiper blades back-up set, top grade, in packaging
- * pristine body, except for a small number of chips on driver-door protection strip
- * clean-as-a-whistle, and currently simply collecting dust
- * always garaged undercover

I am Inner West Sydney. 'Bean' would conservatively be about \$23,000. It is probably the most-enjoyable [even in



Next Club Meeting:
Thursday
19th Oct.
8:00pm
Strathfield Golf Club.



traffic] car I've had over the years, Please contact Chris Miller on 0423 052 641 or email theblokedownunder@gmail.com

For Sale:- 1998 VW Polo Open Air. Blue, electric roof slides back. Manual, Loose gears due to age. 111,000 km on clock. Runs well, regularly serviced with records. Always garaged,



Paint work lovely, no rust. Registration due January 2024. Resides North Sydney. \$2700 ono Contact Alexandra Paterson on 0410 058405 or email benauda@iinet.net.au

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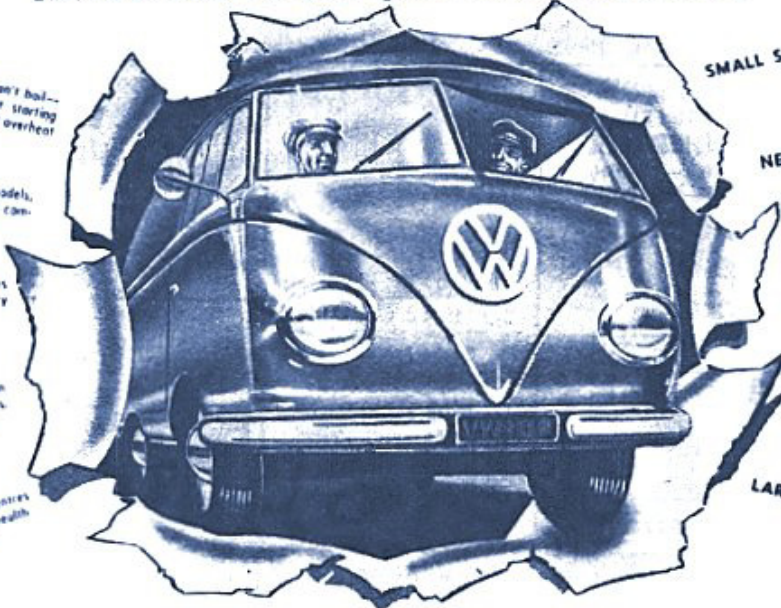
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<p>• PARRAMATTA ALL SERVICE GARAGE 56 George St, YL7263, YL9753. YL6909.</p>	<p>• ROCKDALE MOTORWAYS PTY. LTD. 364 Prince's Highway, LX1239.</p>	<p>• RYDE THE HOUSE OF DAVID "EDEN PARK" Lane Cove Road, North Ryde, WWS271.</p>	<p>• STRATHFIELD McCALLUM MOTORS 400 Parramatta Road, UJ4284.</p>	<p>• SYDNEY CHARLEY & LORD PTY. LTD. 199 Macquarie Street, BW9538, BW4701.</p>	

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Trades and services directory.

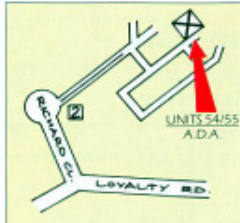
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AUSTRALIAN VW PERFORMANCE Centre

Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

[vwperformance.com.au](http://www.vwperformance.com.au)

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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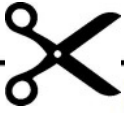
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with 110 kW and 250 Nm, driving the front wheels through an eight-speed torque-converter automatic transmission.

The R-Line upgrades a 2.0-litre turbo four-cylinder petrol engine with 140 kW and 320 Nm, mated to a seven-speed dual-clutch automatic transmission and all-wheel drive.

The top-of-the-range T-Roc R - and cheaper R Grid Edition - are powered by a 221 kW/400 Nm version of the 2.0-litre turbocharged four-cylinder engine, driving all four wheels through a seven-speed dual-clutch auto for a claimed 4.9-second 0-100km/h time.

First deliveries of the updated 2024 Volkswagen T-Roc range are due this October.

T-Roc 2024 models now here.

The new model 2024 Volkswagen T-Roc small SUV has received price rises of up to \$1,890 to coincide with increases in standard equipment - including the return of blind-spot monitoring and rear cross-traffic alert to regular models.

Style and R-Line versions of the T-Roc - now Volkswagen's top-selling model line due to a boost in stock - have gained a host of features previously included in option packs for the next model year.

Prices have risen by \$1,790 for the T-Roc Style, and \$1,890 for the T-Roc R-Line (after an unrelated price rise for the T-Roc R performance model at the start of last month), attributed to increases in production and shipping costs.

The first deliveries of the upgraded models are due in Australia this month.

Among the new features for 2024 are blind-spot monitoring and rear cross-traffic alert, which return to both Style and R-Line grades after they became unavailable late last year due to semiconductor shortages.

These features remained available on the standard, top-of-the-range T-Roc R - not the de-specified R Grid Edition - and continue to be fitted to 2024 examples.

New for the Style is in-built satellite navigation, voice control, wireless Apple CarPlay and Android Auto (in addition to carry-over wired connectivity), and a larger 26-cm instrument display (up from 20.3 cm).

These tech features were previously included in a \$2,050 Sound and Vision option package - while the price was cut by \$650 when blind-spot monitoring and rear cross-traffic alert were removed last year.

Meanwhile, the T-Roc R-Line gains the safety features plus the contents of a previously-optional \$3,950 Luxury Package: nappa leather upholstery, heated front seats, and a power-adjustable driver's seat with memory.

Standard features are otherwise unchanged across the model range, which recently gained a cheaper CityLife edition priced from \$35,990 plus on-road costs - open for orders from May 2023, ahead of deliveries in September.

The entry-level Style and CityLife are powered by a 1.4-litre turbocharged four-cylinder petrol engine

2024 Volkswagen T-Roc Australian pricing

T-Roc CityLife - \$35,990

T-Roc Style - \$38,890 (up \$1790)

T-Roc R-Line - \$47,090 (up \$1890)

T-Roc R Grid Edition - \$54,300

T-Roc R - \$61,990 (unchanged after price rise on July 1)

Golf R 20 Years sold out.

All 50 examples of the 2023 Volkswagen Golf R 20 Years special edition sold out within 30 minutes of orders opening, VW Australia confirmed today.

The 2023 Volkswagen Golf R 20 Years is a two-decade birthday special edition of Volkswagen's hottest hatch finally made it to Australia, priced \$8500 to \$10,500 higher than the standard model.

After multiple rounds of delays which have impacted the global auto industry, Volkswagen confirmed 50 examples of the Golf R 20 Years hot hatch were made available to Australia, with more power, a louder exhaust, and unique design touches.

The anniversary special is priced from \$77,490 plus on-road costs - \$10,500 more than the standard Golf R hatch at current pricing, or \$8500 more after a \$2000 price hike was applied to the standard model on July 1.

It is the most expensive Volkswagen Golf - and the most expensive four-cylinder Volkswagen passenger vehicle - ever sold in Australia.

Orders opened on 13 July 2023 through Volkswagen



Australia's website, when all examples were already en route to Australia. Deliveries were to commence 1st August.

Of the 50 examples earmarked for Australia, 32 are Lapiz Blue with black wheels and mirror caps, while the remainder will be Pure White with black and blue wheels, and blue mirror caps.

The Golf R 20 Years boosts power and torque from the 2.0-litre turbocharged four-cylinder engine to 245 kW and 420 Nm, and includes a petrol particulate filter (PPF) that reduces emissions.

These outputs are 10 kW and 20 Nm higher than the standard Golf R hatch sold in Australia - which lacks a PPF - and 10 kW higher (but 0Nm) than a Golf R wagon, which is fitted with a PPF.

Volkswagen claims a zero to 100km/h time of 4.6 seconds, two tenths quicker than the standard model.

Headlining the upgrades - aside from the power bump - is an Akrapovic titanium sports exhaust, which makes its debut on a 'Mk8' Golf R in Australia with the 20 Years edition, and is valued by VW at \$6000.

The Golf R 20 Years gains an 'Emotional Start' mode - which revs the car to 2500rpm when the engine is started, if the starter button is held for 1.5 seconds longer than usual - plus a "more aggressive sound overall" and a 'jolt' between gears when upshifting manually in Sport and Sport+ modes.

It also adds a turbocharger 'pre-loading' system "where turbo speed is maintained while driving in the part-load range (e.g. country driving at constant speed) for "faster build-up of engine torque after releasing the accelerator and then accelerating again," according to Volkswagen.

Visual changes vary depending on the exterior colour: Lapiz Blue cars feature black 19-inch Estoril alloy wheels and black mirror caps, while Pure White cars get black and blue Estoril wheels and blue mirror caps.



Further tweaks shared with both exterior colours include '20 Years' logos on the driver's door pillar (B-pillar) and in the puddle lights, blue R badges, and inside, genuine carbon-fibre inserts on the dashboard and doors.

The panoramic sunroof and Harman Kardon sound system optional on the standard Golf R - which cost \$1900 and \$1000 respectively - are standard on the 20 Years edition.

Data provided by Volkswagen shows the company has sold 19,833 Golf Rs and R32s in Australia from the arrival of the original Mk4 Golf R32 in 2004, up to the end of March 2023.

This is comprised of 195 examples of the Mk4 R32 in 2004; 2,041 Mk5 R32s from 2006 to 2010; 3,276 Mk6 Rs from 2010 to 2013, 13,864 Mk7s and Mk7.5s from 2014 to

2020, and just 458 Mk8 Rs since it arrived in Australia last April, due to production constraints.

GTI Drive-away deals.

The Volkswagen Golf GTI and Polo GTI hot hatchbacks will soon be back in stock in Australia - in significant numbers - after almost three years of production interruptions.

The Australian division of the German car giant has announced promotional drive-away prices for both vehicles applicable until the end of the month: \$39,990 for the Polo GTI, and \$55,490 for the Golf GTI.



The Golf GTI's drive-away price matches the RRP - effectively absorbing the on-road costs - while the Polo GTI is normally listed at \$39,690 plus on-road costs, representing an estimated saving of about \$3000.

Volkswagen says it will soon have "vastly improved stock" arrivals for both vehicles.

The company also says upcoming shipments of the all-wheel-drive Tiguan R and T-Roc R SUVs are "strong", with the latter available with drive-away offers of \$58,990 for the T-Roc R Grid Edition, or \$64,990 for the better-equipped T-Roc R (compared to RRP's of \$54,300 and \$61,990 plus on-road costs respectively).

Orders for the Golf R remain closed, but are due to re-open for the hatchback in the coming weeks. The Golf R wagon will be axed locally from early next year, though existing orders will be honoured.

Slow-selling VWs axed.

A fleet of slow-selling models will be cut from Volkswagen's Australian showrooms in the coming months as the German automaker clears the way for four new electric vehicles due within 18 months.

Volkswagen Australia executives told a media briefing the "clean-up" of the company's model range will see six models culled - including the nearly 50-year-old Passat nameplate, which today is sold only as a wagon.

However the company said fleet orders for Victoria Police and NSW Police - currently the biggest customers of the Volkswagen Passat locally, will be honoured before production ends.

The demise of the Volkswagen Passat locally will be joined by its sportier Arteon twin (as reported last month), sold in both liftback and wagon bodystyles. In addition, the

regular 110TSI and high-performance R versions of the Golf wagon, the base manual version of the Polo city hatch, and diesel variants of the Tiguan SUV will also be discontinued.

"We're recalibrating our portfolio to SUVs and electric vehicles [plus Golf and Polo hatchbacks], and that's it. Sometimes hard decisions have to be made," Volkswagen Australia director of passenger vehicles Michal Szeniecki said.

"We're doing a bit of a clean-up before we enter our chapter of electric vehicles."

While many of the affected models have been mainstays of the line-up for decades - the first Passats came to Australia in 1974 (to replace the air-cooled Type 3 range); the Golf wagon has been available since 2010 (though since 1993 in Europe), and a manual transmission has been offered in the Polo since the first local model in 1996 - they are all slower sellers today.



Last year Volkswagen reported just 948 Passats and 612 Arteons sold in Australia.

Only about one in 10 Volkswagen Golfs sold are wagons, while the diesel Tiguan has historically accounted for five to 10 per cent of sales.

The axing of the three-pedal Polo city hatch means Volkswagen Australia will no longer sell a passenger vehicle with a manual transmission, after the manual Golf was made temporarily unavailable in late 2021, before it was axed for good in mid-2022.

Most of the vehicles will be phased out over the coming months, with the Golf wagon to survive into early next year, as remaining orders for the Golf R wagon - which have been closed for new deposits since February 2023 - are cleared.

In addition to its axing in Australia, the Arteon will soon be discontinued globally as Volkswagen focuses on more popular and profitable models, and culls slow sellers.

Volkswagen is preparing for an onslaught of electric vehicles over the next 18 months, starting with the ID.4 and ID.5 mid-size electric SUVs mid next year - including GTX high-performance versions - pending any delays.

Due towards the end of next year is the ID.3 electric hatch - with a GTX variant - plus the revival of the iconic Kombi, the ID. Buzz, in delivery van and people mover formats.

GTX electrics coming.

Faster GTX versions of the 2024 Volkswagen ID.3, ID.4 and ID.5 electric vehicles have been confirmed for

Australian showrooms next year.

The GTX badge is reserved for performance versions of Volkswagen's electric vehicles, with similar performance to today's petrol-powered GTI range - and one step below the flagship R brand.

First due to arrive: GTX variants of the ID.4 mid-size electric SUV and its 'coupe-styled' ID.5 sibling - VW's first electric vehicles in Australia. They're expected in the first half of next year, about the same time as the standard models.

In Europe the ID.4 and ID.5 GTX are powered by dual electric motors (with a combined output of 220 kW) and 77 kWh battery capacity. The claimed 0-100 km/h acceleration time: 6.2 seconds.

That pace is line-ball with the most potent version of the Volkswagen Golf GTI turbocharged 2.0-litre four-cylinder petrol hot hatch - but a second slower than an all-wheel-drive Volkswagen Tiguan R performance SUV.

Due to follow the SUVs into showrooms by the end of 2024 is the ID.3 electric hatch - the twin to the Cupra Born electric car recently launched in Australia - in standard and GTX forms.

Details of the ID.3 GTX are yet to be revealed, however it's understood it will be rear-wheel drive - not all-wheel drive - and is due to be unveiled in Europe before the end of this year.

"The performance range will be expanded in 12 months from today with ID.4 GTX electric [SUV], as well as the ID.5 GTX, followed a couple of months later by ID.3 GTX, building a constellation of eight [Volkswagen] performance cars [including petrol models]," VW Australia passenger-cars director Michal Szeniecki told a media briefing this week.

A GTX version of the ID. Buzz - the revival of the iconic 1960s VW Kombi - is also planned for overseas showroom next year with all-wheel drive and a 250 kW power output.



It is on the wish-list for Australia - based on the long-wheelbase, seven-seat model unveiled last month - however is yet to be locked in for the local ID. Buzz range, due at the end of next year.

The ID.7 sedan - underpinned by the same electric-car platform as the ID.3, ID.4, ID.5 and ID. Buzz - will also spawn a 250 kW GTX model, though the base vehicle is yet to be confirmed for Australian sale.

Volkswagen says it is aiming for 25 per cent of its sales next year to be GTI and R performance models, up from 10 per cent last year.

The German car maker says it has plans to initially

secure enough production for 5,000 annual electric-car sales in Australia annually, before ramping up to see electric vehicles outsell petrol and diesel-powered models by 2028.

Prices for the new Volkswagen ID electric cars - which, alongside the GTX performance models, will initially focus on high-specification, top-of-the-range models - will be confirmed closer to launch.

T-Cross facelift.

The 2024 Volkswagen T-Cross small city SUV (based on the Polo) has been updated overseas, with a tweaked exterior appearance and interior equipment upgrades headlining the changes due in Australian showrooms next year.



Images published by Volkswagen show the facelifted T-Cross with a revised grille and a heavily updated lower front bumper, which incorporates redesigned fog lights.

The Volkswagen T-Cross Style and R-Line variants overseas will be equipped with matrix LED headlights as standard - compared to regular LED headlights for base and Life grades - while the updated small SUV gains an LED light bar across the grille.

At the rear, the tail-light signature has been revised to include 'X' shapes, teamed with a new lower bumper which features similar design elements as the front.

Inside, a 20.3-cm instrument display is now standard in Europe's base model and Life - replacing analogue dials with a small digital display between them - increasing to 25.5 cm for top-of-the-range models.

The two cheapest T-Cross variants retain an 20.3-cm infotainment screen - with a software update for improved functionality - while the range-topping grades are now equipped with a 23.4-cm touchscreen.

Both are mounted to the dashboard in a tablet style,



similar to the facelifted T-Roc launched in Australia last year.

The Volkswagen T-Cross will continue to be offered with a choice of two turbocharged 1.0-litre three-cylinder engines and one 1.5-litre four-cylinder engine overseas, with six-speed manual or seven-speed dual-clutch automatic transmissions.

The current Australian model is exclusively powered by a 1.0-litre turbo three-cylinder producing 85 kW/200 Nm, with a seven-speed dual-clutch automatic only. It is expected the T-Cross will continue to be sold locally with this configuration.

As previously reported, the facelifted Volkswagen T-Cross is due in Australia next year, replacing the current small SUV which made its local debut in 2020. It first appeared in Europe in late 2018, built in VW's Pamplona, Spain, plant. It's also built in Brazil, China and India.

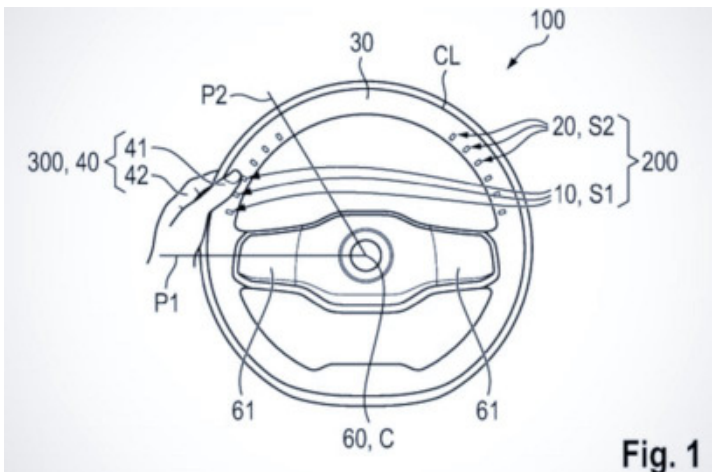
Further details on Australian pricing and specifications for the new Volkswagen T-Cross will be shown when they become available.

No more indicator stalks?

Less than a month after Volkswagen admitted it was wrong to remove physical buttons for annoying and potentially dangerous touch screen swipe controls in its latest vehicles, it now appears the German car-maker is considering removing indicator stalks (no this not an April Fool story).

Volkswagen has submitted a patent filing with the German Patent and Trademark Office for a steering wheel that has a number of key buttons inside the rim - including those for indicators, lights, and cruise control.

The buttons would be located at approximately the 10 o'clock and 2 o'clock positions, with lights illuminating like numbers on a clock to show the driver which functions are activated.



However, the controls would be multi-use. The driver would need to first select 'first operating elements' with a physical button, which would then illuminate options such as headlights and high-beams - turning them into a two-stage operation.

It is unclear if such a system would make driving simpler, safer and easier for the driver - or be a step backwards.

If the driver selected another button for 'secondary operating elements', it would change the buttons to another set of functions, such as infotainment or cruise control, for example.

It's a similar idea to the 'shift' button on computer keyboards, which can change whether a key is used for numbers or punctuation.

According to the report, Volkswagen claims the new design would eliminate the need for drivers to remove their hands from the steering wheel, while also having design and production advantages but reducing the number of mechanical components manufactured for each car.

Volkswagen has been the subject of widespread criticism in recent years after it removed physical buttons from its models, with occupants only able to access basic functions through its infotainment system or with haptic buttons - forcing drivers to divert their attention from the road, rather than finding the buttons by touch.

During an interview with British publication Autocar in June 2023, Volkswagen CEO Thomas Schaefer admitted the decision was wrong and was in the process of being reversed.

"We had frustrated customers who shouldn't be frustrated. So we've spent a lot of time now - working through really systematically - on what all the functions are that a customer usually touches when using a vehicle."

While car companies often patent designs and technology to protect their ideas, it's not a guarantee we'll see them become a reality on future models.

Electrics should look less futuristic.

German auto giant Volkswagen's newly-appointed head of design, Andreas Mindt, says styling of electric vehicles needs to "just calm down".

In an interview with US magazine Motor Trend, Mr Mindt said: "You don't need to do artificial things, be over-keen. Just calm down. Just make it good, make it fit, and it will work."

The former top Bentley designer says electric vehicles, including Volkswagen's own ID.4 and ID.7, tend to be over-styled to appeal to buyers with a technology focus.

Broadly, electric car-makers have adopted similar-looking sleek designs with rounded noses.

Mr Mindt says electric vehicles no longer need to appear weirdly different.



The executive was promoted to head of Volkswagen Design earlier this year by Volkswagen Group CEO Oliver Blume.

According to overseas reports, his appointment followed criticism of VW's blocky and unrealistic ID.Life concept unveiled in 2021.

"[Electric vehicles] are now 15 per cent of the global market, and more than 50 per cent of the market in China," Mr

Mindt told Motor Trend. "This is not an 'early-adopter' business anymore."

Mr Mindt now says Volkswagen electric vehicles are being designed for the same customers who are likely to trade in a petrol or diesel car.

The styling theme of his ID.2all borrows from Volkswagen's previous design cues, such as the Golf. It is also expected to form the basis of the design for the next-generation ID models.



Rabbit returning?

VW of America has posted a mysterious video to social media showing a rabbit. It's fluffy and white and has two long ears. Could this be a sign that the Rabbit name - which VWoA used to sell the Golf in North America - will return?

When Volkswagen introduced the Mk1 Golf in the U.S. in 1975, it rebadged the car the 'Rabbit.' At the time Volkswagen had a habit of naming its models after famous winds - Passat, Scirocco, and Golf, the German word for the Gulf Stream wind (Golf Strom). However just as the Americans knew the Passat as the Dasher, they would know the Golf as the Rabbit.



When the Mk2 Golf debuted in the US in 1985, VWoA changed to the normal Golf name and kept it until the Mk5 debuted in the US in 2006 - when the Rabbit name was used again. VW released this statement at the time: "The reintroduction of the Rabbit represents Volkswagen's commitment to this market and is a nod to the passionate North American enthusiasts who have an emotional connection with the Rabbit name."

However they soon returned to Golf - and stayed that way until a Golf Rabbit Edition briefly appeared in 2019.



Volkstfest 2023.

The inaugural Volkstfest VW festival (9-10 September) was, overall, a great success.

As with any new event, there was trepidation and concern that the event would be considered successful, by both the attendees and the organisers. Of course there were teething problems and small issues that can be improved upon, but overall the event appeared to run smoothly and deliver everything it promised.

The organisers were also fortunate to have great weather (except for the Thursday night) for the event. Blue skies and warm temperatures greeted us each day, allowing for the outdoor activities to be enjoyed by all and maximised attendance. The market stalls set up in the event enclosure on the grounds of Swansea Lakeside Holiday Park experienced great patronage, ensuring they will most likely sign up for future events. The food stalls and coffee vans also appeared to do great trade, which added to the festival atmosphere by giving attendees plenty of choice for food and beverage options over the entire weekend.

The cruise out to Caves Beach was a great activity that saw a large number of VWs in convoy snake its way through the streets and then park up on the open area opposite the Caves Beach Tavern. Many hung around to admire the cars and chat to each other, which also attracted a constant flow of spectators, also keen to get a close up view of the cars.

The show and shine activity on the Sunday proved to be very popular, with over 150 cars squeezed into the enclosed area. Due to it being a camping style festival at a holiday park, there were many cars (especially Kombi



campers) still in the camp grounds set up for their accommodation duties that did not enter the show and shine. I doubt if everyone who came along decided to enter their cars in the show and shine, there would have been enough space to fit them all anyway. This activity also saw large numbers of spectators to the festival, which helped gate numbers for the day. Many Sydney based people only attended on the Sunday as a day trip, which also meant that it was the day with the greatest number of VWs at the festival.

As I was the only member of the Canberra Chapter making the journey to the festival, I was very fortunate to be invited to camp with the guys and girls from the Shoalhaven VW Club. We had 10 camp sites together with Rod and Alison setting up their large marquee as the focal point for the group. They ensured I was made to feel very welcome and included me in all their activities over the weekend, making





my trip even that much more enjoyable. I can't thank them enough for the invitation and subsequent hospitality afforded to me.

I attended the whole festival, joining in on many of the activities on offer, which was a great VeeDub themed get-away for me; arriving on Thursday afternoon, setting up the camp site and preparing for the weekend ahead. Whilst I had planned to depart on the Monday morning, I ended up leaving on Sunday afternoon so as I could call in to see my parents in Sydney, as my mother was unwell (although that ended up being a bit of a false alarm).

My '75 1303 Beetle handled the trip well, seeming to really enjoy being out on the highway for a good solid run. She ran really well and didn't miss a beat all weekend. Whilst I'd like to have a bit more power, while she's running well, I'll leave well and good alone and not fiddle with anything (for now).



As I mentioned in my opening remarks, overall I believe the Volksfest '23 to have been a great success and a credit to the organisers. I look forward to future events and plan to attend as many as I can.

Willie.





ACT GAD 2023.

The 2023 ACT German Auto Day on Sunday 24 September was a huge success, thanks to beautiful weather, great cars and most importantly, fantastic people.

Many of our members came along to display their cars and catch-up with the other car enthusiasts of the German auto brands. We were fortunate to have a number of people who travelled large distances to attend the show, coming from Bathurst, Sussex Inlet, Shoalhaven and Illawarra district and Sydney, to name a few. The trip for our Bathurst entrant was worth the effort, leaving with the Best Modified Beetle trophy for his lovely 1970 Beetle. Once again, we had the pleasure of hosting several of the Shoalhaven VW Club members to the show, with Rod and Alison organising the troops for a great weekend in Canberra.

Saturday evening saw us host a dinner for members and our Shoalhaven club visitors at the Royal Hotel in Queanbeyan, which was a great night out in a social environment. Although not a late night, we all had a great



time and enjoyed the company of fellow VW tragics to share stories of our exploits in our wonderful cars.

Sunday greeted us with glorious weather, that always helps make these shows a pleasant outing for entrants and spectators alike. The venue was once again the John Haddin oval (aka Queanbeyan Town Park), which is a beautiful





setting with large trees and lovely garden beds, full of springtime flowers. There was plenty of shade, or for those worried about being under trees, also plenty of open space to park the cars.

The VW camp is less formal than some of the other marques, with cars lining up as they arrived. We did try and have some order to our groupings this year; however as the space started filling up and with some groups wanting to park



together, any sense of formality quickly dissipated and we were back to our usual organised chaos.

Numbers for both the VW and Mercedes camps were down slightly this year; however both BMW and Porsche reported above normal numbers. The Rare Marques group also saw more than usual numbers this year, with quite a few Borgwards coming out of the woodwork to boost their ranks.

The entrants in the VeeDub part of the show were





eligible for one of 17 trophies on offer. Each year we mix up the judging team - sometimes we ask the sponsors to judge, other years we have asked interstate visitors and on other occasions asked members from the other marque clubs to assist. Usually we have three or four judges who work together to pick the winners, but this year we changed it up and had only one judge to pick all the recipients of the trophies. The guidelines were advised and committee members were available should the judge have any questions or require clarification on any points. The main point being that it was their perception on which car in each category appealed to them the most - no concours here. A few of the



categories were very difficult for the judge to pick a clear winner, with several very worthy winners identified. I believe the winners were very well deserving and that the judge did a great job with the final results.

Great to see was this quality of cars on display. Noteworthy was the watercooled cars, with some immaculate Golfs that have clearly developed a keen following and are become classics in their own right. A number of R32s were on display and each of them were exceptional examples.



Once again, The Vietnam Veterans Association came along with their food caravan and kept us all well fed. A couple of coffee vans also set-up shop and did a roaring trade, with their ques quite deep at times.

Lennock Motors, our major sponsor, came along with eight cars on display and were kept rather busy, with many show-goers looking over the new models on display. Lennock had some pretty enticing "show special deals" gong on the cars they bought along, with some very heavily discounted prices on offer.

Of course these shows couldn't happen without the generous support our sponsors provide and we want to thank Lennock Motors for their ongoing support to the club as the major sponsor. Our secondary sponsors, A&R VW Repairs were also on board again this year, also providing generous support to the club. We would encourage all club members to support our sponsors where they can to show our appreciation for their support to us.

As many would know, these shows don't just happen. A huge thanks to all those that assisted in the planning and conduct of the show, which helped us put on one of Canberra's best car shows once again.

Willie.



Modern classic.

Unfortunately, I can't give you future classics any more.

Beyond the T4 Transporter, Passat R32, Generation 4 GTI and the New Beetle, I personally don't see any Volkswagens that I can recommend that could go on to be collector items.

They don't make cars like they used to.

There will be some new cars that might be, vehicles like ambulances, campers, cars with very low kilometres or that sort of thing.

So I move on to modern classics, Volkswagens you might buy for a bit of fun, not worrying about future value or collectability.

With a lot of Volkswagens in this category, what is a hot pick?

Believe it or not, I'm choosing the 2012 Volkswagen Up!



\$6,500*

Well below market price **i**

Excl. Govt. Charges

- Hatch
- 3cyl 1.0L Petrol
- Manual
- 101,000 km

Private

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The Up! is a tiny little thing, yet it's big inside.

Also, I like it because it doesn't pretend to be anything else and it's a good design.

It uses very little petrol, it's easy to park and they are fun to drive. They were only sold with manual gearboxes too.

They aren't that much different to a Mark 1 Golf, only the Volkswagen Up! is much more modern, more like your iPhone.

The Up! is also easy enough to service and work on yourself in the driveway at home.

Number one, they are dirt cheap.

In Australia, it's hard to buy performance parts for the Up!, but do you really need to?

Suspension springs, new wheels, tyres, installing new brake pads and front rotors and a service is all you need to do,



\$7,990*

Excl. Govt. Charges

- Hatch
- 3cyl 1.0L Petrol
- Manual
- 119,000 km

Private

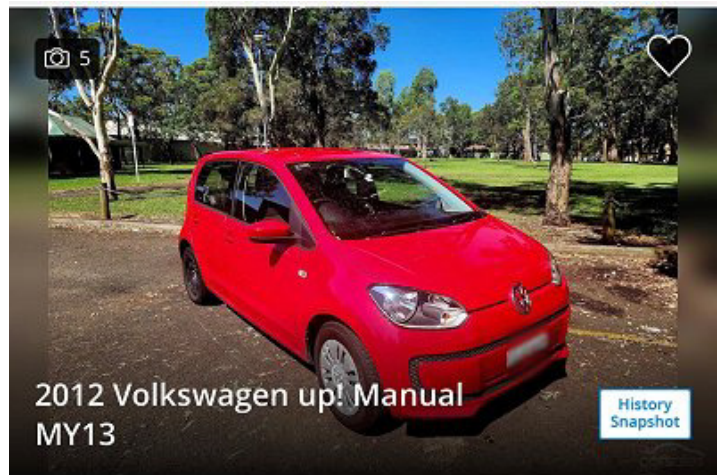
NSW

if inspired.

Volkswagen Australia only sold 2,295 of them in Australia over four years, from 2012 to 2015. VW found they couldn't compete on price with the Korean and Japanese alternatives.

There's not a lot of them for sale but I'm sure you can find a good one, if you look hard enough.

Ashley Day.



\$5,800*

Below market price **i**

Excl. Govt. Charges

- Hatch
- 3cyl 1.0L Petrol
- Manual
- 127,000 km

Private



Volkswagen Arteon.

Some VW models, like the Golf, Passat or Transporter, are household names. No doubt about it. But this? Well, it's probably not one of them.

This is the Arteon, Volkswagen's flagship passenger vehicle. Put it this way, if VW's tag line is premium for the people, then this is the most premium. And the people? Well, they're the ones who might normally be shopping for a BMW, Mercedes or Audi.

The Arteon was first launched in Germany in 2017 and was a direct successor to the previous model, the Passat CC (2008-2016). Like the CC, the Arteon is based on the Passat but is positioned higher up-market.

The name, by the way, comes from the Latin word 'Artem,' for art, and it's a nod to the design focus that's been employed here. It comes in a shooting brake, or wagon, body shape, as well as this, the Liftback. And a quick spoiler alert, it looks pretty good, right?

But we'll get to all that. As well as the big question - can it mix it with the premium-brand big boys?

What features does it come with?

The Arteon carries an unsurprisingly premium price tag in the VW family, but it can still be cheaper than an entry-level equivalent from some of the German premium brands.

Or, in the words of VW, the Arteon "challenges the luxury car makers without becoming one ourselves."

And you do get a lot of stuff. In fact, a panoramic sunroof, and some metallic paints, are the only cost options here.

The range is offered in 140TSI Elegance (\$61,740 Liftback, \$63,740 Shooting Brake) and 206TSI R-Line trims (\$68,740/\$70,740), and the former is offered with VW's Virtual Cockpit digital instrument cluster, along with a head-up display and a central 23.4-cm touchscreen that pairs wirelessly with your mobile phone.

Outside, you get 19-inch alloy wheels and full LED headlights and tail-lights. Inside, you'll find ambient interior lighting, multi-zone climate control, keyless entry and push-start ignition, as well as full leather interior trim with heated and ventilated front seats.

Also worth calling out here are the digital buttons on the dash or steering that control everything from the stereo to the climate, and work a bit like a mobile might, you can swipe left or right to control the volume or switch tracks, or change

the temperature.

The R-Line model is the sportier-feeling option, and adds 'carbon' leather interior trim with bespoke bucket-style sports seats, 20-inch alloy wheels, and a more aggressive set of R-Line bodywork.

Is there anything interesting about its design?

It's really all about the looks here, and while the Shooting Brake is particularly handsome, the regular Arteon looks premium and polished, too.

VW tells us injecting a bit of sportiness was a key aim here, both inside and outside, and that's particularly true of the R-Line model, which rides on bigger 20-inch alloys, compared to the 19s on the Elegance, with their own bespoke design.

The body styling is more aggressive, too, but both trims get lashings of chrome along the body work, and a sleek, swept-back style that looks more premium than overtly sporty.

In the cabin, though, you can see that this is an important car to VW. The touchpoints are almost all soft to the touch, and it's both understated and tech-saturated at the same time, including the swipe-to-adjust function for the stereo and climate, with new touch-sensitive sections added to the centre console and steering wheel.

It feels, dare we say it, premium. Which is likely exactly what VW was going for.

How practical is the space inside?

Interestingly, both body styles share near identical dimensions, with the Arteon stretching 4866 mm in length, 1871 in width, and 1442 mm in height (or 1447 mm for the Shooting Brake).

Those numbers translate to a seriously spacious and practical cabin space, with an acreage of room for backseat riders. Sitting behind my own 175 cm driving position, I had heaps of space between my knees and the seat in front, and even with the sloping roofline, plenty of headroom, too.

You'll find two cup-holders in a pull-down divider that separates the back seat, and a bottle holder in each the four doors. Backseat riders also get their own air vents with temp controls, as well as USB connections, and phone or tablet pockets on the rear of each front seat.

Up front, the theme of space continues, with storage and cubbies sprinkled throughout the cabin, as well as USB-C connections for your phone or devices.

All that space means a sizeable boot area, too, with the Arteon serving up 563 litres with the rear seats in place, and 1557 L with the back pews folded. The Shooting Brake ups





those numbers - thought not any as much as you might think - to 565 L and 1632 L.

What are the key stats for the engine and transmission?

There are two drivetrains on offer here - the 140TSI with front-wheel drive in the Elegance, or the 206TSI with all-wheel drive in the R-Line.

The former's 2.0-litre turbo-petrol produces 140 kW and 320 Nm, which is enough for a sprint to 100 km/h in around 7.9 seconds.

But the lust-worthy engine tune is definitely the R-Line, in which the 2.0-litre turbo-petrol ups the grunt to 206 kW and 400 Nm, and drops the sprint time to a brisk 5.5 seconds.

Both pair with VW's seven-speed DSG automatic.

How much fuel does it consume?

Volkswagen says the Arteon Elegance will need 6.2 L per hundred kilometres on the combined cycle, and will emit 142 g/km of CO₂. The R-Line needs 7.7 L/100km on the same cycle, with emissions pegged at 177 g/km.

The Arteon is fitted with a 66-litre tank, and a PPF or petrol particulate filter, which strips some of the nasties out of the vehicle's emissions. But, VW says, it's "very important" that you only fill your Arteon with premium fuel (95RON for the Elegance, 98RON for the R-Line) or you risk shortening the life of the PPF.

What safety equipment is fitted? What safety rating?

Essentially, if VW makes it, the Arteon gets it. Think front, side, full-length curtain and driver's knee airbags, as well as VW's complete IQ.Drive safety suite, which includes a Fatigue Detection system, AEB with pedestrian detection, Park Assist, parking sensors, rear traffic assist, lane change assist, adaptive cruise control with lane guidance - which is essentially a level 2 autonomous system for highways - and an around view monitor.

The new model is yet to be crash-tested, but the last model scored a five-star rating in 2017.

What does it cost to own? What warranty is offered?

The Arteon is covered by VW's five-year, unlimited-kilometre warranty, and will require servicing every 12 months or 15,000kms. It will also get VW's capped price servicing offer.

What's it like to drive?

Full disclosure: we only spent time behind the wheel off the R-Line variant for this test, but even still, I feel pretty comfortable suggesting that it's the punchy powertrain you want.

Surely the very first hurdle any company hoping to play with the premium-brand big boys must clear is that of easy, effortless momentum? It's difficult to feel like you've made the premium choice when you're engine is straining and striving under acceleration, right?

And on this, the Arteon R-Line shines, with plenty of power underfoot whenever you need it, and a delivery style which means you rarely, if ever, fall into a hole waiting for the power to arrive.

For mine, the suspension might be a touch too firm for those seeking a truly wafting drive experience. For the record, it doesn't bother me - I always prefer to know what's happening underneath the tyres than be entirely removed from the experience - but a result of this sporty-feeling ride is the occasional registering of bigger bumps and road imperfections in the cabin.

The flip side of the firm(ish) ride is the ability for the Arteon - in R-Line guise - to swap personalities when you engage its sportier settings. Suddenly there's a snarl to the exhaust that's absent in its comfortable drive modes, and you're left with a vehicle that tempts you to head for a twisting back road to see what it's about.



But in the interests of science we instead headed for the freeway to put the Arteon's autonomous systems through their paces, with Volkswagen promising Level 2 Autonomy on the highway.

While the technology still isn't perfect - some braking can occur when the vehicle's not entirely sure what's happening ahead of it - it's also pretty impressive, taking care of the steering, accelerating and braking for you, at least until you're reminded it's time to put your hands back on the wheel.

It's also bloody big, the Arteon, with more space in the cabin - and especially the backseat - than you might be thinking. If you have kids, they'll be positively lost back there. But if you cart adults on the regular, then you'll hear no complaints.

Verdict

The value, driving dynamics and appearance are on point for a premium play here. If you can forgo the badge snobbery attached to the German big three, then you'll find lots to like about Volkswagen's Arteon.

Andrew Chesterton

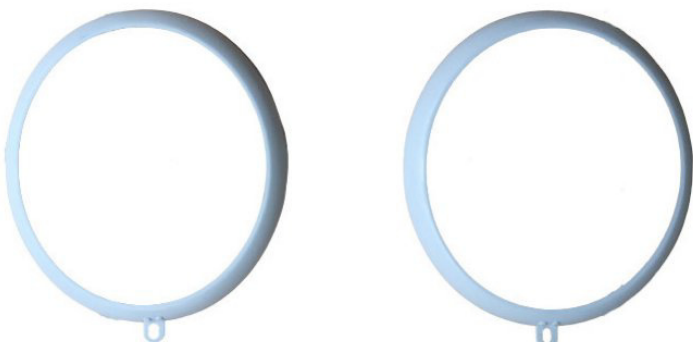
The Project of my Life - Progress 10.

I have made fibreglass prototypes of every part of the Beetle body which I'm able to without having access to my Beetle body, which is still in KL, whereas I'm on the island of Langkawi. This means moving on to peripheral undertakings which are not part of the core project of building a new Beetle body, but which need to be done eventually because I'll need these parts for my own car. The first of these was front mudguards, mentioned in the previous article. Box ticked. I didn't have decent front sloping-headlight guards; only the area around the headlights themselves was usable on the rusty, damaged specimens which I did have, so I transplanted those sections into fibreglass products of upright-headlight guards which I had already made.



This is how I converted upright-headlight mudguards to sloping ones.

Original headlight rims are made of brass, a nice move by VW because they last virtually forever. I have some aftermarket replacements which are not so generous in the choice of material, which is steel. I've had them de-chromed, as I want them painted body colour. I'm not using the adjuster screws, as LED units will sit inside the headlight buckets, so



I've filled in the recesses with Devcon and have smoothed it all down to make the holes invisible.

The next peripheral items would be bumper bars, then running boards and the bonnet. I have front and rear bumpers which have heavy surface rust and are only slightly knocked around. I tried banging away with a hammer and dolly on the front one, but the steel is way too thick for me to make any impression. I concluded that the only way to go is to cover the bumper with a layer of fibreglass, then smooth it down with a speed file, removing material where the shape is too high and adding filler where it is too low. This worked out OK until I broke through to steel, so I angle-ground it out until it was no longer in the way. The bumper turned out to be slightly twisted and needed a lot of filler. Getting an accurate groove profile back was a challenge. My remedy was to make a quick fibreglass mould of a section of the original, make a sandwich with wet-and-dry paper as the filling and sand it back and forward for what felt like thousands of times, building up low spots with filler each session. It worked. It would have been so much easier to start with a straight bumper, but I can only work with what I've got because, tropical island.

When making a fibreglass version of a part, I try to improve its function in some way rather than just copying the original. I am able to do so on the front bumper by merging the stock Euroblade with a Kamei front spoiler. I was able to find a fibreglass copy of one of these on the Malaysian mainland, which was a pleasant surprise. It was short by a couple of cm each end, but that's easily fixed with fibreglass. Large amounts of filler were needed to get the spoiler to blend in with the bottom edge of the bumper. The rear bumper will be a copy of the original with the slight enhancement of the inclusion of four little bumps for the fitting of reversing-alarm sensors.



My customised sanding-tool solution.

I picked up a set of running boards, slightly worse for wear, rust-wise, but essentially straight; good specimens for mould-making. On each side I cut off the bottom edge which folds over to pinch the rubber mat and not much further work is needed to make fibreglass replicas. Steel boards weigh 1.5 - 1.9 kg depending on their thickness; the fibreglass replacements turned out to be a bit more than half that, don't need rubber mats and will never rust. Will fibreglass versions be strong enough? I would answer that question with another question: "who stands on Beetle running boards anyway?"

Ever seen a film with a gangster firing a Tommy gun while hanging on to the outside of a Beetle? As actual running boards they're vestigial only; all they do functionally is brace the front mudguard to the body and stop mud from getting thrown up the doors. My further improvement on VW's design is to close off the bottom of each running board with a flat panel, which should make it infinitesimally easier for highway air to flow out from under the floor pan as well as restore some of the stiffness lost by using fibreglass instead of steel. The only challenge was to maintain access for the mounting bolts.



The bottom panel upped the rigidity enormously. I'll be using M6 studs in the body, sliding the four holes over them and attaching the boards with wide washers and stainless nuts. Rivnuts at each end will provide attachment to the guards.

I just got back from a three-month trip around France, Spain and Italy. If you recall from the last instalment of 'Life Project,' I had made a big purchase from [Hoffmann Speedster](#) in Germany. Trouble is, they only ship within Europe. Malaysia is not in Europe. I had the package delivered to my friend in France, then mailed it home, where I finally got to fondle my precious objects.



These brackets, which appeared on 1976 Beetles in Australia, mount the inertia-reel seatbelts to the threads at the base of the door pillars, neatly tucking the mechanisms out of the way of feet and ensuring no twists in the webbing. I was pleased to find these separately available from the inertia reel itself, as the VW parts exploded diagram shows reel + bracket as an item with no separate part numbers. I'll be making laser-cut replicas myself.

My Beetle will be painted white to cope with the tropical sun. I don't go for chrome very much and like the effect of black on white. The interior is going to be all black.

Hoffmann had these really lovely black items available: the six flow-through vents for near the rear window, an engine-lid catch and a bonnet handle.



I already have black door handles and exterior mirrors. I also scored this black trim piece for the air-inlet vents:

I had already imported an aluminium-finish one from the US, but this will save me the trouble of painting it black.

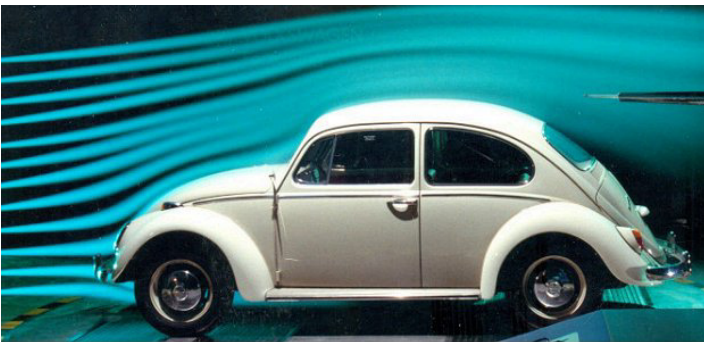


Speaking of air-inlet vents, while I was travelling and unable to do any actual project work, my mind didn't stop working. An idea occurred to me which I think is so good that it needs to be acted on. You probably know that the VW Beetle was designed in the 1930s to be streamlined according to the understanding of aerodynamics of the period. Trouble is, Ferdinand Porsche didn't have access to a wind tunnel at that time, so there must have been a bit of guesswork going on as to what is the ideal shape. It turns out that the Beetle has the worst-possible shape at the rear, the angle of the back window and engine lid resulting in undesirable air attachment, lift and drag. For a bit more detail, look up [Gerrelt's Garage](#). Gerrelt in the Netherlands has developed a roof spoiler which fits over the rear window glass, and a lovely-looking thing it is too. The second problem area with the Beetle's design is that the air intake is positioned in this very same area. The low pressure which causes lift at high speeds contributes to reduced air flow the faster you dare to push it. The Beetle's engine is overcooled at low speeds and undercooled at high speeds. What if I could correct these fundamental shortcomings with one measure?

This issue has been on my mind for a long time. Back in 1990 I wrote an [article for Zeitschrift](#) about my experience with whale tails, the point being that cooling is improved enormously. More recently, since my move to Malaysia, I tried to develop a combined spoiler/air inlet over the original air inlet grille, but couldn't get it to work, so I made it into an engine lid instead: [Zeitschrift December 2020](#). I'm happy with the way it turned out; the look isn't as radical as a whale tail, which I consider a bit teenager 911-wannabe, but it hasn't been tested on the road yet and I suspect it wouldn't work as

well as a whale tail anyway. In parallel, I've developed ducts which pick up air from the high-pressure region at the base of the rear mudguards and channel it to the engine bay. So I've got form when it comes to this whole subject.

The new concept? A roof spoiler above the rear window with an integrated air inlet. The job of a rear spoiler is to provide a separation edge so that the air breaks away from the vehicle, reducing the wake, resulting in less drag and less aerodynamic lift. The new air inlet, being placed just in front of the spoiler edge where the air is forced to change direction, would 'see' higher pressure and provide much more air flow at high speed. The roof slopes down to the rear in this area, so there would be no increase in frontal area, which would increase drag. Internal ducting would need to be designed to get the air into the engine bay without restriction. I wouldn't suggest these changes for a steel-bodied Beetle, as it would be a radical modification and that air being channeled through would also contain water at times, leading to inevitable rust. But I'm working on a fibreglass replica of a Beetle body, so the whole idea is feasible. If I managed to vastly improve engine cooling in this way, I would also take measures to reduce the output of the fan, which consumes engine power depending on the cube of engine speed, in other words, the higher you rev, the more power is consumed to drive the fan, but massively. Possible measures to pump less air would be to use a late-50s fan, remove every second blade from the stock fan or machine a larger crankshaft pulley.



A wind-tunnel test at Wolfsburg. See how the smoke is pulled down behind the rear window? Ideally it should break away nearly horizontally.

All that worries me is the potential appearance: would it look weird or could it be made to appear to be a shape emanating from Wolfsburg? I would love to be able to draw it up before prototyping, but I can't sketch shapes naturally if my life depended on it. Drawing cars is usually the province of dreamy male teenagers; can any readers volunteer the services of one they know to make some sketches for me? It would come with a reward. My email address is below.

Rod Young
rod.young2@icloud.com

Motorav engine cases.

A change is in the air. Production of the venerable VW 'Beetle' engine case quietly ended in mid-2022 and, over the next 9 months, the



worldwide supply of new cases dried up. I can assure you this is devastating news to Bug collectors and restorers, but for those with a VW Type 1 engine conversion motivating their aeroplane, go ahead and shrug your shoulders and be on with your day, as cases are once more in production, though they bear the Motorav moniker, not VW's.

Motorav Industria is a Brazilian aircraft engine manufacturer, located in Bocaiúva, Minas Gerais. The company builds engines for use in ultralight and homebuilt aircraft. This includes both VW-based engine components, and fully-built engines

VW's requirement to produce replacement parts for the long-lived Beetle ceased in 2022 (19 years after the car ended production), though it's likely the engine cases were some of that last parts still produced under license from VW, bearing the VW logo. (If you think Chevy is stamping replacement '57 Bel Air fenders, think again.) That's what will have dedicated Beetle enthusiasts up in arms - without new cases bearing the coveted VW logo, 100-point restorations are impossible and car values fall.

However many, if not the majority, of VW enthusiasts won't really care if it's a VW stamped or not. They want it to be a strong, perfectly straight, properly manufactured case. For most VW drivers, functionality matters most. And really who is going to crawl underneath and see if you have a genuine VW case or not on your freshly-built project? You can't even see the casting marks anyway as the heater boxes and tinware are in the way.

The reason it doesn't matter to the aviation community is that Motorav, the company that cast the cases for VW, has been given permission to continue to cast the same case, but without the VW logo. The 9-month production hiatus allowed the castings to be retooled. Cases are again flowing from Brazil and some of the first have already landed on US soil.





I've seen them and my initial reaction was that the surface of the new cases seems smoother than the VW-branded cases had been.

If you've been waiting for a case or an engine kit, no matter which VW engine conversion you've chosen, your wait should be over soon. Most big Volkswagen parts supply companies already stock the new Motorav case.

The Motorav engine

This is the latest version of Motorav's VW-based aircraft power plant. There are so many differences that the VeeDub link is now very thin indeed.



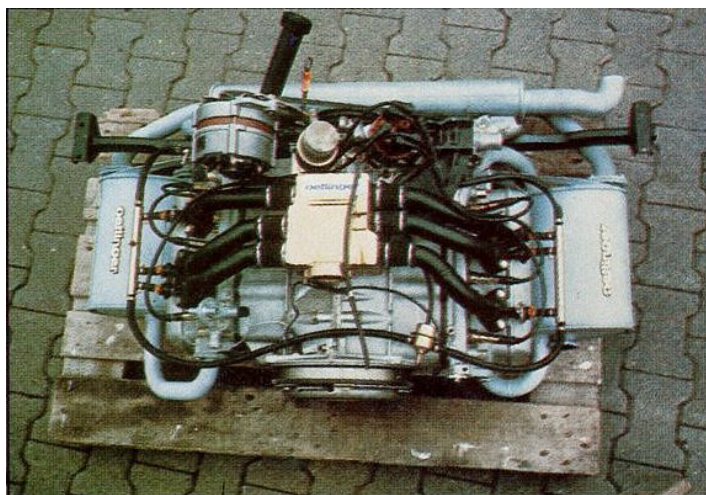
The dual plug heads are a good example. They include individual valve covers (which don't leak!) and hydraulic valve lash adjustment. The case is also proprietary. Note the relocated oil cooler; remote coolers are also available. Ignition is dual electronic. Fuel metering is via an updraft throttle body injector. All in all, a very nice unit.

Dan Horton

Article submitted by Steve Carter

Oettinger does a waterboxer.

Wheels magazine, March 1985



Oettinger's water-cooled VW six.

VW's flat six has been adopted and reared to late-1985 production by that dean of VW finishing schools, Oettinger. Now the German tuning company will become a car (well, bus) producer.

Its chosen weapon is a water-cooled flat six combining VW bore, Digijet injection, only four main bearings and central camshaft with Oettinger's forged crankshaft, longer stroke, higher compression and valve timing. The result is 3.2 litres, 125 kW, massive (275 Nm) torque and eventually the option of a 3.8 litre engine of 150 kW.

Any four-speed box would suffice and the big-bore flat six is ideal with an automatic, but VW didn't put enough beef into its coming 4WD Microbus driveline to take this six. Otherwise it slips into the tail with only minor sheet metal changes and Oettinger is already working on a Lambda/catalyser version.

Oettinger didn't go into this joint operation with Wolfsburg for the sport of it, but would be willing to support any (Baja?) racer with a true itch. Four-valve heads for the water-boxer four already exist in prototype form.

All it takes is a VW bus, a few more months and perhaps \$(A)10,000 in change ...



Toohey's 2E GT.

There were many specialist wannabe car manufacturers in Australia during the 1950s and 1960s. This is the story of one such hopeful, who never made it past this one prototype, because of the obstructive bureaucratic power of the registration authorities.

Peter Toohey was in his mid-70s when Jim Gibson caught up with him and reported that Peter will never forget the despicable treatment he received from government authorities.

He went through a bitter and vexatious David and Goliath battle with the bureaucracy, back when he wore a younger man's clothes. Peter Toohey was attempting to offer the Australian motoring public an Australian-designed and manufactured alternative sports car.

But, would the NSW Government offer any help to an Australian who'd slaved since the mid-1960s, designing and manufacturing a prototype Australian-built car, which may have given other Australians employment? Not on your life!

Peter Toohey had served in the Australian army during the Korean War and was not surrendering: 'Illegitimi non carborundum' was his credo. However, bureaucratic delaying tactics, some three and a half years of them, killed the project.

In late-1975, a phone call from a Department of Motor Transport (DMT) official saying they had finally granted authority to build 10 cars, but Toohey was exhausted, both financially and emotionally. Orders for the vehicle had been cancelled. The opportunity of the moment had long gone and the 2E automotive manufacturing business was never going to see the light of day.

Ironic as it may seem, the prototype 2E had been registered by the very same Government authority – the DMT; later the Roads and Transit Authority (RTA) and now Roads and Maritime Services (RMS) – with very little scrutiny in 1972.

In the beginning

Peter Toohey, a commercial artist and industrial designer, was also a motor sport enthusiast, having piloted racing cars around the Warwick Farm circuit before its demise in 1973. After a foray with a 105E Ford Anglia, a quick little car in its day, he progressed to Lotuses and was quite a journeyman behind the steering wheel.

He said: "I took my racing car to compete in the first motor race held at Warwick Farm, which was run by the Australian Jockey Club (AJC) and the officials told me 'You motor racing people are mad'.

"You had to cross the horse-racing track to get across to the pit area and the officials weren't being cooperative: they wouldn't let me cross.

"Then I mentioned that my father was Jack Toohey, the jockey who'd won the very first horserace at the Farm, so I was instantly one of them and escorted across to the pits."

Peter had spent some time in the UK and had visited



some of the smaller vehicle manufacturers over there. One had offered him a job as a designer, but he said: 'Thanks but I'm going back to Australia to build my own car,' to which they said: 'Good luck!'

So back in Australia in 1963, Peter started his car-making journey, designing a svelte body that would clothe a Volkswagen Beetle platform. This type of development had been done many times before on the ubiquitous Beetle floor pan, but Peter's intention was to create the best: a car that looked, felt and handled like a real production sports car.

With the blueprint meticulously drawn, he made a quarter-size scale model and took his plans to a well-respected aluminium craftsman who'd built many a racing car, including a Jaguar XJ13 copy. However, he already had too many projects and progress on Peter's car was much too slow.

The alternative was to sculpture the body in fibreglass, so Peter set about doing just that. Peter was punctilious in his work on a mould that had to be taken from the model. With wooden templates and plaster of Paris, he spent many days sanding and filing, finally crafting the mould that would bring his car's body to reality.

This first 2E prototype was an open-top car and Geoff Sykes from the Australian Racing Driver's Club (ARDC) invited Peter to display the car on the ARDC stand at the 1965 Sydney Motor Show. It created some interest, but the majority of attendees and the motoring press paid little attention, given that there were bigger fish to fry – Ferraris, Maseratis, Jaguars, Morgans and all of the best from Europe was on display – so Peter's little Aussie creation on a VW chassis didn't net much interest.



The next step

Peter then decided to make the car a coupe, so he constructed gull-wing doors, marginally changing the design and this is the car in Jim's photos.

Fit and finish in this attractive little car is a credit to Peter's meticulous attention to detail.

This is no ordinary kit car and is far removed from that genre. The dash instruments have '2E' logos embossed on the



face, as has the steering wheel centre. The gull-wings glide effortlessly when opened and closed, and latches are positive in their duties.

The headlights are discretely hidden under what would be the bonnet of a front-engined car. He had to get them to the correct height from the ground for compliance and had seen many a failure of the popup variety, so he designed this simple system that is operated mechanically from the driver's compartment.



Ride characteristics and road manners are impeccable: obviously a result of Peter's motor racing suspension set-up days. Peter Toohey also designed the unique alloy wheels.

The upgraded bored and stroked VW boxer engine roars behind your head as two 46mm DCOE Weber carburettors, from a racing Porsche, ram the air/fuel cocktail into its two-litre cylinders. The considerable power flow is punctuated only by the rev limiter. The 2E is a little firecracker and a joy to ride in, with excellent flow-through ventilation.

Come on Aussie come on

There were many stumbling blocks on the road towards production and one was the glass: "I'd used the rear window from a Karmann Ghia for the 2E's windscreen, because the people at Volkswagen in Sydney said they had plenty in stock," said Peter Toohey.

"When I went to order a quantity for my production, they said they didn't have any stock left!"

Fortunately, Peter found a very helpful automotive glass company at Taren Point that was happy to manufacture and stock 60 units for him.

Peter Toohey's experience with the registration compliance authorities was nothing less than disgraceful:

"As the authorities had registered the prototype without so much as a second glance, I thought getting their rubber stamp for production compliance wouldn't be a



problem – how wrong I was!" Peter said. "They put every possible stumbling block in front of me.

"At one point one of the bureaucrats said that the 2E was nothing special, because Karmann Ghia made a special body for the Volkswagen chassis and that's all Mr Toohey has done, so there's no reason to insist on compliance for his car.

"However, the transport minister of the day, who incidentally didn't hold a driver's licence and had never even driven a car, instructed his people to make me supply a full-sized set of drawings of the car, to be sent to each state and territory."

Peter went to British Leyland's plant in Zetland, which was the only place that he could find to produce full-size drawings.

"A team from the engineering department came across to the car park to look at the prototype," Peter said.

"They were impressed and said they could copy the drawings for me, but there was nothing they could do to help with the compliance of the car.

"However, they did offer me a job in their design department, saying you'll get holiday pay, sick leave and rostered days off!"



"These are all the things I hate, so I said 'no thanks' and just as well, because it wasn't long after that the plant closed down."

But like all the other requests from the NSW DMT bureaucracy, nothing came of the full-size drawings episode: it was just another cost for Peter Toohey.

One of Peter's friends, who knew of his plight, said to him: "You know they have a set of balance scales on their desks with a house brick on one side and once you've supplied them with enough paper to tip the scales, you win!"

When he'd finally managed to unbalance that brick,



Peter Toohey's car-building dream had faded.

Peter Toohey is a proud, red-blooded Australian, who'd fought for his country at war, but he is disillusioned by the lack of support for Australians by Australians, be they governments or individuals, unless it's in the athletics arena.

A perfect example is that great Australian, Sir Jack Brabham, who was three times world motor racing champion – once in a car bearing his own name – is thought more of and respected for his achievements overseas than in his own country.

From www.historicvehicles.com.au

Hello Phil,

I felt that you'd be interested in the Toohey GT.

Back in '73, I read about it in Sports Car World, the car featured on the front cover [I still have that issue somewhere hidden away from myself], got in touch with Peter and went to visit him. He took me for a wonderful drive around the neighbouring hills. WOW!. It was when it was yellow. He was a gentlemen; and last time I checked on the interweb, he was still dabbling in things own Bowral-way.



It had a 356 Porsche motor, and he told me he used to race VeeDubs fitted with similar.

My recollection is that it was stated to be the first-ever double-skinned fiberglass construction (perhaps, but I believe the Ascort from 1959 also used double-skin fibreglass – Ed.)

He's still going, inventing and sculpting!

Chris Miller

theblokedownunder@gmail.com

The Passat - A rapid success 20 years ago.

Gute Fahrt magazine, Germany (1993)

Exactly 20 years ago, in May 1973, Volkswagen presented a new model - the Passat. It replaced the Type 3. The Passat had borrowed the technology of the Audi 80 from



Ingolstadt. For Wolfsburg it managed the accelerated switch to front-wheel drive.

A new era in Volkswagen history began with the Passat. The car, like the K70 borrowed from NSU, had water cooling and front-wheel drive. That was almost a sensation for Wolfsburg at the time. Because it represented a complete departure from the rear-wheel drive design typical of Volkswagen, which was raised almost to dogma. Ferdinand Porsche's rear-wheel drive block, in which the engine and transmission were compactly combined with the rear axle, was echoed in the Beetle, in the Transporter, in the VW 1500/1600 and in the VW 411/412 - but now the demand dropped.

Since the Passat should bring about a turnaround. The Passat B1 began its car life as a development order EA 400 and was actually nothing more than a Volkswagen version of the Audi 80 at the time. An effort to bring a modern Volkswagen model onto the market in the shortest possible time. A completely new development would have required at least four to five years - far too long in view of the hotly contested car market then as now.

In collaboration with Giorgetto Giugiaro, head of the Italian styling company Italdesign, which later played a key role in the Golf 1 and the Scirocco 1, the Audi 80 was quickly transformed into an independent model with a fastback style, 2- and 4-doors and large windows. A station wagon version also followed. The notchback body was reserved for the Audi 80; only later with the second generation model it was also added to the Passat under the name Santana.

Technically, the Passat B1 was a twin brother of the Audi 80. The only distinguishing feature was the fastback body. It looked a bit larger than that of the Audi 80 - probably because of the stretched lines and because of the additional





triangular window in the C-pillar in the four-door version.

The water-cooled four-cylinder in-line engine taken over from the Audi 80 served as the drive unit with the overhead camshaft (OHC engine) driven by a toothed belt. Three performance variants were offered: the Passat L with a displacement of 1.3 litres and 40.5 kW/55 hp, the Passat S with 1.5 litres and 55.2 kW/75 hp and the Passat TS, also recognizable from the front by the double headlights with a displacement of 1.5 litres but with 62.6 kW/85 hp.

In addition to the modern self-supporting body, the Passat B1 also had a light, modern chassis, namely that of the Audi 80: Independent wheel suspension on spring struts with a stabilizer at the front, a torsion crank axle with a cross bar and spring struts at the rear. Rack and pinion steering and the diagonally designed dual-circuit brake system with disc brakes at the front and drum brakes at the rear corresponded to the technical standard of the time.

The small Passat L still rolled on diagonal tyres and 4.5 inch rims, the two faster versions S and TS got belted tyres size 155 SR 13 on 5J x 13 rims. The interior was similar to that of the Audi 80 - except for the Volkswagen steering wheel and Volkswagen dashboard. When it was launched, the Passat was offered with two and four doors. A little later, under Volkswagen's own name Variant, a station wagon was added - which soon found the special preference of buyers and kept it to this day's model.

The two-door Passat L cost exactly 8,555 marks in August 1973, the most powerful Passat TS was just under 2,000 marks more expensive at 10,525 marks. This made the Passat an instant success - even in the USA, where the new Wolfsburg model was called 'Dasher.' It was also assembled in Australia, the first country to make it outside of Germany, but it only sold in small numbers due to high costs.

By the end of 1974, just a little more than a year after its market launch, half a million Passats had already rolled off the production lines.

Hans-Joachim Klersy

Labour.

These days old Volkswagens can be valuable.

When chatting to people about them, many of them say that they can't believe what some of these old cars could be worth.

Also people tell me that they have seen one cheap somewhere and ask, is it worth it?

I always tell them that old cars can take a lot of work and time to restore.

Most of their value is in the labour taken to restore them and less about the actual car itself.

Factor in that you need to pay a VW specialist around \$500 for a decent days work, and consider that many restorations take 40 to 80 days.

You can easily have a labour bill of \$20,000 to \$40,000.

Even doing the work yourself means you could have actually been at your real job and you could have earned \$40,000.

So a \$20,000 unrestored Karmann Ghia will need \$40,000 worth of labour and will need to be sold for \$60,000, just to pay for your time that you could have earned at your real job.

The tax free nature of this type of work makes it worthwhile for some people.

Some other people may decide to work hard at their real job and just buy something that somebody else spent time on.

The choice is yours.

My day job is boring, and that's why I like restoring old Volkswagens.

Ashley Day.

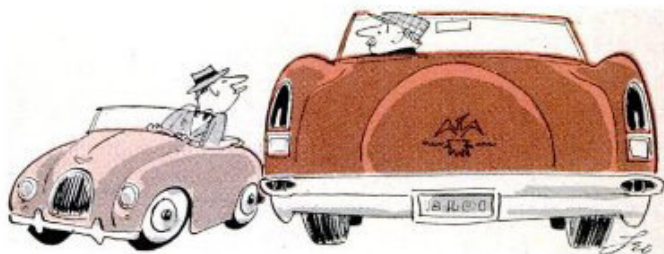


What science is learning about car crashes.

Popular Science magazine, August 1956

In universities and other research centres throughout the U.S., scientists are studying cars, roads and drivers, trying to find ways to prevent traffic accidents that now kill about 35,000 persons a year and seriously injure hundreds of thousands more. Here are some of their startling discoveries that affect your safety on the road:

The longer the super highway, the greater the hazard. On long roads, motorists get used to traveling at high speeds. They misjudge time and distance required for a dead stop, often come up to toll booths with brakes screaming. Because of this factor, Minnesota's Highway Department found, more crashes happen on sharp curves after long straight roads than on similar curves after short stretches.



High-income drivers go faster, crack up oftener

Wealthy drivers have more accidents than lower-income drivers. The New York State Department of Health found that drivers with annual incomes of \$12,000 averaged twice as many accidents as drivers in the \$3,000-to-\$5,000 bracket, three times as many as drivers with incomes under \$3,000. The well-to-do also drive faster, this study found. Drivers earning \$3,000 a year averaged 47 mph (76 km/h) on open roads. Those earning \$5,000 to \$9,000 averaged 53 (85 km/h). Big-money (over \$12,000) drivers zipped along at 55 (89 km/h).



Mountain air can make you drowsy

High-altitude driving is extra-dangerous. A stretch of U.S. Highway 66 in New Mexico, 6,500 feet (1,980 m) above sea level, had a fatal accident rate twice the national average.

Traffic engineers of the University of California established that at this altitude some drivers breathe more deeply to get enough air. Their pulses quicken, hands begin to quiver. They also get sleepy and headachy, their vision is impaired, and their reflexes slow down noticeably. All these factors tend to breed accidents.

How you plan trips may cause a crash. Dr. Heinz Haber of the University of California says that many drivers decide to cover almost superhuman distances on a long trip, or to better a previous record. Instead of stopping after a good day's driving, they push on, and become prospects for the accident ward.



A timetable may lead you to take chances

Setting up a timetable for regular trips is hazardous. Say you make the same hundred-mile (160 km) journey frequently. Your tendency, Haber says, is to allow the shortest time required in the past. When delays occur, you'll try to get back onto your timetable by increasing speeds, taking more chances - and courting disaster.



Billboards help keep motorists alert

Billboards help prevent accidents. Dr. A. R. Lauer of Iowa State College's Driving Lab found that advertising signs along the highway arouse the motorist, keep his mind active and ready to act quickly in an emergency.

Most fatal accidents involve cars traveling straight ahead. Analyzing a year's accidents, the Travelers Insurance Company found that cars headed straight caused five times as many deaths as cars moving in all other directions combined. The big killer is that unexpected crisis that seemingly pops up from nowhere.

Cars legally parked on highways help trigger accidents. Oregon's Highway Department studied how drivers react when they pass cars parked off the road. Few slow down.

Most swerve out - often cross the white line even when cars are approaching them, thus risking head-on crashes.

Drivers who gloat over their safety records may be riding for a fall. Dr. Ross A. McFarland of Harvard's School of Public Health says that the average driver causes three to five serious accidents per lifetime. The typical driver who has not caused an accident for a long time grows cocky and careless. He takes longer chances. Eventually there's another accident.

Steady drivers have steady jobs. Dr. Leon Brody of New York University's Centre for Safety Education found that persons who switch from job to job get involved in more traffic violations than those who have held the same job for five years or longer.

A 'one-track mind' may handicap drivers. It's an asset IF they concentrate on driving. But if they think of something else, watch out! Dr. G. R. Wendt of the University of Rochester, gave a driver a drug - pyrahexyl compound - that increases powers of concentration. The driver drove off with an observer, started talking and shot past flashing blinker lights at a railroad crossing while a train came roaring down the tracks! He made it.

Knowing all the traffic laws does not necessarily make you a better driver. In a New Jersey survey, 88 per cent of traffic violators scored 80 per cent or better in a 'Traffic Knowledge Test.' They knew how to drive safely, but simply ignored the rules.



Excessive smoking boosts carbon monoxide in blood

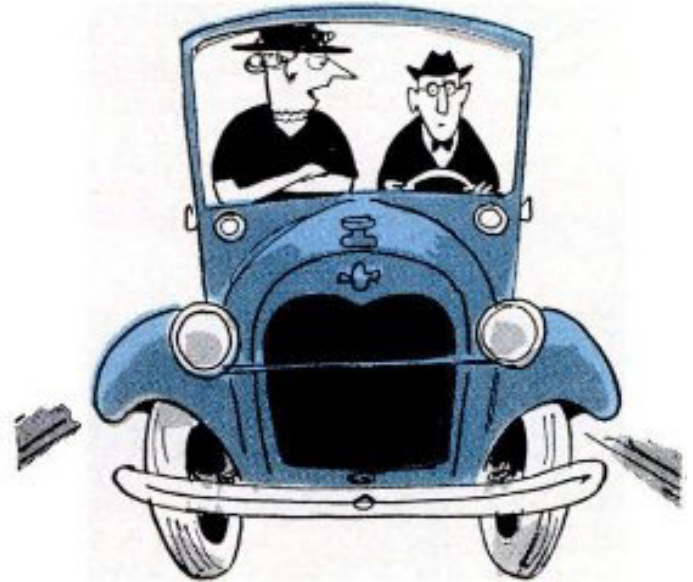
Carbon monoxide is a greater killer than you probably realize. Vermont researchers spot-checked new and old passenger cars, found that one in 25 had enough CO - from motor exhaust fumes - to cause headaches and drowsiness over a long driving stretch. Some cars have concentrations great enough to make drivers light-headed, fuzzy-brained, unable to think clearly in emergencies. Dr. David B. Dill of the Army Chemical Centre, Maryland, proved that CO can bring a person to the verge of collapse without his realizing it. Always drive with a window open, and don't smoke a lot - it raises your blood's CO level.

Front seats are most dangerous only at slower speeds. In sudden stops from high speeds, passengers anywhere can be thrown into objects that can kill them, an Indiana State Police study has found.

Drivers and passengers suffer different types of injuries. University of California researchers say that passengers are

more likely to get dislocations and sprains; drivers get more fractures. Head injuries cause most highway deaths.

'Perfect' roads are risky. They don't give drivers enough to do, highway experts have found. Result: monotony, a slowing down of reflexes. The New York State Thruway runs through long stretches of straight, flat land. Its designers marred the 'perfection' with gentle curves to keep drivers alert.



Married men break fewer traffic laws

Married motorists drive more safely than single ones. The New York University studies, covering good and bad drivers, revealed that 93 per cent of the good ones were married, but only 69 per cent of the chronic traffic violators were.

Non-drinkers have a higher accident rate than the drivers who do drink. So New York State researchers learned; a possible explanation being that physical ailments like heart trouble that may affect driving efficiency are also the reason why many motorists do not drink. Of course, motorists who drink before they drive have more crashes than teetotalers.

'Passing lanes' curtail accidents on two-lane roads. Even conservative motorists following trucks up hills sometimes risk smash-ups by passing. Side lanes - 'passing bays' - enable trucks to pull over temporarily and continue at snail speeds while cars pass safely.

Modern cars may make drivers too comfortable for safety. Dr. Haber argues that before cars had modern balloon tyres, power steering, power brakes, heaters, etc., the driver became so tired physically that he quit while still mentally alert. Now he tires mentally and psychologically first, which contributes to crashes.

John L. Springer



US\$60k Golf R32.

Aren't Volkswagens supposed to be the Car of the People? The recent \$61,950 (\$A 96,540) final price on an auction sale of a squeaky clean 2004 Volkswagen Golf R32 indicates even the historically thrifty Mk4 Golf is swept up in the ongoing value surge of noteworthy cars from the early 2000s. Even more surprising is the likelihood that we haven't hit the ceiling on first-gen R32s, as this isn't even a record-setting price for the breed.

That honour (or dishonour, depending on your point of view) goes to last year's ultra-low mileage R32 that claimed \$65,100 (\$A 101,450) on BaT after fees. Impressive, but a few factors need to be considered for both the record setter and this new runner-up lest you think every Mk4 R32 is set to skyrocket. The key 'X-Factor' there was the car's stunning showroom-fresh condition, a byproduct of an odo that logged just 1800 miles prior to the sale.

It's a similar story with this \$61,950 car. This 20,000-mile (32,200 km), one-owner R32 presents beautifully, with only a few rock chips on the hood and one on the right-rear wheel in the way of visible wear and tear. Interior is flawless, with taut, unworn upholstery and trim pieces that appear immaculate and mar-free.

Really, it's all about condition. Last summer's record setting sale failed to set off any major chain reaction in BaT's rotating R32 stock, with a 35,000-mile silver 2004 R32 claiming a reasonable \$27,300 two months later, while a black R32 with 14,000 miles swapped garages for \$49,875. Between those two, a driver-condition blue example with 123,000 big ones on the clock sold for a friendly \$13,900, and a one-owner, weatherworn silver R32 with 66,000 miles claimed \$15,750.

See? There's a Grand Canyon-sized gulf between the drivers (condition #3 in Hagerty Price Guide parlance) and the perfectly preserved (usually condition #2). A relatively affordable initial purchase price and usable hatchback configuration meant the majority of the 5000 Mk4 R32s imported to the U.S. were driven long, hard, and fast until those fetching OZ Racing wheels fell right off, leading to low stock of clean, original condition cars with reasonable miles.

We might not have hit peak values for clean R32s quite yet. Consider how close this ultra-clean 20,000-mile example was to the 1800-mile market leader; imagine what a sub-5000-mile R32 in similar condition can do with another year of market development under its timing belt.

The gap in values between the best R32s and the rest has gotten so wide that we can't help but wonder if it is now an exception to the rule 'Buy the nicest example you can afford.' Outside of a few model-specific interior trim pieces, the majority of the Mk4 R32 is either standard-production Golf or hardware pulled from Volkswagen Auto Group's parts bin, including the 3.2-litre VR6 and Haldex all-wheel drive system that's simply a detuned recast of the drivetrain already available in the contemporary Audi TT 3.2. You probably won't get a meaningful return on your investment - especially since online bidders are so fixated on that odometer number - but if the goal is to park a clean R32 in your driveway, it's a potential way to avoid originality tax.



Of course, there's no accounting for nostalgia, and much of big bids on the upper end of the R32 market are driven either by speculation or a blend of moneyed millennials and Gen-Xers who never got a crack at their dream car when it was still on dealership floors. Indeed, millennials comprise 43 percent and Gen-Xers 46-percent of Hagerty's insurance quotes on R32s as of last year.

We'll see you back here after an R32 inevitably breaks the US\$70,000 barrier.

Hagerty's Auto News

Passing the Model T.

A few interesting if largely useless statistics for you: 15,007,034 Volkswagen Type 1 Beetles lined bumper-to-bumper would stretch almost 61,215 kilometres.

As well as being a hell of a traffic jam, the line would encircle the equator one and a half times, though that distance would still be just 16 percent of the distance to the moon. There would be logistical issues with either, so let's just assume we're talking in hypotheticals here ...

At the top speed of a 1964 VW 1200, 116 km/h, it would take about 528 hours of continuous driving to pass along the length of parked VWs - ignoring time taken for fuel stops - or a hard-driven 22 days non-stop. With the Beetle's legendary reliability and ability to run flat out indefinitely, the car would undoubtedly handle the job better than the driver would.

That said, you'd need to factor in servicing too, and by the time the Beetle at the back of the line had reached the



front, it'd have visited dealerships six times to keep up with its 10,000 km service intervals and be around a third the way to its seventh service.

It would do all of this, though, with much greater ease than the vehicle it had overtaken on February 17, 1972, to become the most-produced car of all time: the Ford Model T.

That's not to take anything away from the Ford. At 34 years, Beetle production had taken quite a while to catch up to the Tin Lizzie's figure, set in just a remarkable 19 years. That alone showed just how astonishingly successful the Model T had been in the first third of the 21st century. The Beetle's biggest production year was 1971, when 1,291,612 were made across the world. The Ford's biggest production year was 1923, when 2,011,125 were made - over 9,000 each working day.

By 1914 Ford took just 93 minutes to build a car from scratch, and was building more cars than all the world's other makers combined. Half the cars in the world were Ford Model Ts.

In fairness, Beetle production had only started in earnest in 1946, so the bulk of that 15 million left Wolfsburg, Brazil, Mexico, Australia and South Africa in the span of 26 years. But when that 15,007,034th Beetle left the line in 1972, Volkswagen paid rightful reverence to the car it had surpassed, featuring the T in its celebrations and advertisements.

What few could have anticipated in 1972 was just how many more Beetles would be built. The car's sales were already in decline by 1972 as more modern designs out-competed it, and in 1974 the main Wolfsburg plant switched over to the car's replacement, the water-cooled, front-wheel drive Golf. German Beetle production continued - for the



moment - at Emden and Osnabrück.

Australian production ended in 1976, German production continued until 1978 and South Africa ended in 1979, with Brazil and Mexico taking over production from that point. Some were even imported back into Europe in the 1980s before modern safety, efficiency and emissions rules ended sales there. But it just kept on pattering along in these South American markets, and by the time the final Beetle left the Puebla line in Mexico in July 2003, the final tally was in: 21,529,464.

Toyota has built more than 50 million Corollas, long ago eclipsing Volkswagen's total. But unlike either Ford or Volkswagen, numerous completely new and different models have worn the Corolla badge since 1966. Likewise the Golf, 35 million and counting over eight generations, plus another 20 million Jettas (which are booted Golfs). But these are 'nameplate' sales, not car model sales.

It's unlikely the Beetle's single-model tally will ever be beaten.

Hagerty's Auto News



For years it was the only car we couldn't overtake.

No matter how many Beetles we made, there always seemed to be one car that stood between us and an open road. The legendary Model T Ford.

In fact, it wasn't until this year that the Beetle finally managed to edge in front. It took a bit of doing, we admit. And without the help of 15,007,034 of you we couldn't have done it at all.

Happily though, something about the

car appealed to people enough for them to buy it.

The long engine life maybe. Or the paintwork that went on shining when others had begun to fade.

Or even its reliability. Whatever it was, we'd like to thank you for confirming something we've suspected all along: This car has potential.



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Oscar's Scrapbook.

Lynden C Maxfield
Cardiff Motors New South Wales, 1962.
Photo from the Greg and Sylvia Ray Collection.

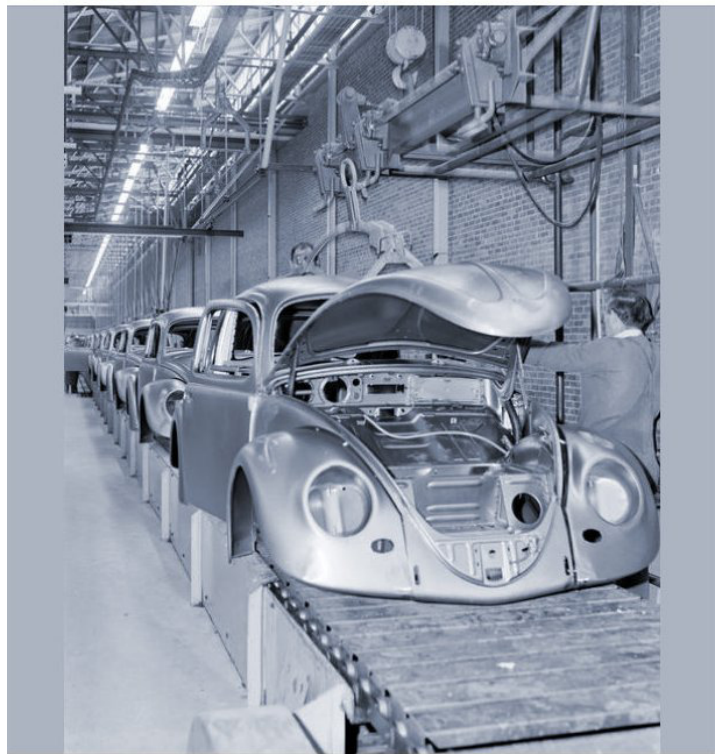


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Lynden C Maxfield
March 6 at 2:43 PM
A Volkswagen assembly line in Melbourne, Victoria in 1960.
Source: National Archives of Australia



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Details, P. 41

FIVE DEAD



STURT'S STONY DESERT: The Page family perished here in the Dead Man's Sandhills.

Thirst kills family

ADELAIDE, Thursday.—Five members of an English family were found dead in the Dead Man's Sandhills, 45 miles south of Birdsville, yesterday.

They had died of thirst and heat exhaustion only a few miles from water.

Those dead are Ernest Page, 45, his wife, Doris, 45, and their sons Robert, 19, Douglas, 15, and Gordon, 10.

The family had been missing since December 24 when their car was found abandoned 46 miles south of Pandie Pandie Station, near Birdsville.

Mr. and Mrs. Page and their two younger sons had left Marree, 440 miles north of Adelaide, on December 22.

In a 1953 model car towing a trailer they were making for Birdsville where Mr. Page planned to work as a motor mechanic.

Reconstructing the

tragedy police believe the Pages ran out of petrol on Christmas Eve. They had accidentally by-passed Clifton Hills station where they had intended to refuel the car.

They left a note, dated December 24. It read: "No petrol. Have water for two days. Heading south."

The note was found the same day by a rabbit trapper, who told Clifton Hills station. A distress signal was sent by pedal radio to Birdsville police.

Police believe the Pages, carrying what water they had left in the car, set out southwards in search of Clifton Hills station.

Police believe they lost their way on the notorious Birdsville Track which had been criss-crossed with other tracks made recently by an oil exploration team.

The family must have wandered in circles which took them only 12 miles south-west of their abandoned car.

Light aircraft and a large contingent of ground searchers comprising police, civilians and black trackers

scoured large areas of the 214-mile Birdsville Track in temperatures reaching 120 degrees for more than two days before the bodies were sighted.

A light aircraft with three cattlemen aboard spotted the bodies of Mr. and Mrs. Page and their two younger sons under a coolibah tree at sundown yesterday.

They landed the plane nearby but could find no trace of the third son.

The cattlemen saw the Pages' Labrador dog dead on a track eight miles to the north and four miles from the abandoned car.

Police believe the dog tried to go back to the car after the Pages died. A ground search party, led by Birdsville police, which had been on the track of the family yesterday, camped overnight, 12 miles from the death scene.

• Continued Page 7



The late news.

Well that's all for this month. But before we go, here is the late news.

The Prime Minister adjourned his cabinet meeting for lunch this morning and led the group to the parliamentary dining room. He told the waitress he would have the sirloin steak, medium rare. The waitress asked him about the vegetables - Mr Albanese replied that those bastards could order for themselves.

At a preview of the latest Harry Potter film at the Odeon theatre in London yesterday, the director was queried about Lord Voldemort having no nose. How is he supposed to smell? The answer - Terrible.

Police arrested a very drunk Scottish tourist in Darling Harbour last night. His name was Duncan Disorderly.

Koko the trained gorilla has been reading the Bible and Darwin's Origin of the Species in his enclosure at Taronga Zoo. He is now quite confused. Through hand signals, he told his keepers he didn't know if he was his brother's keeper or his keeper's brother.

The noticeboard at St Johns Anglican Church at Maroubra was painted with graffiti this week. The church's noticeboard read: 'What would you do if Jesus Christ returned this week?' Someone had painted underneath 'Make him fullback and move Latrell to the centres.'

Government cost-cutting measures are continuing to affect the armed forces, and the parachute regiment is the latest to feel the pinch. Soldiers are being told to wait until they are just 2 metres from the ground before pulling the rip cord. When asked what would happen if the chute failed to open, a minister replied 'well surely they can jump from 2 metres.'

US President Joe Biden went for annual medical examination yesterday. The doctor told him he needed a stool specimen, a urine specimen and a sperm specimen. The president hesitated and asked his wife Jill what that meant. Jill squeezed his hand and said "just leave him your underpants."

Mrs Alma Spratt celebrated her 100th birthday today at the Twilight Retirement Home at Gympie. She attributed her long life to spending time every day with eight different men. "I get

out of bed with Will Power," she explained, "then go to my John. Next it's breakfast with Uncle Toby, followed by Billy Tea. Then I spend the rest of the day with Arthur Ritus and Al Zymer, before dinner with Tom Piper and finally I go to bed with Johnny Walker."

There was an argument today at a topless bar in Sefton. A patron complained loudly that the beer was full-bodied but the barmaids were flat.

Veterinarian scientists in Melbourne announced today that they had successfully crossed a Labrador retriever with a tortoise. They produced a pet that will fetch you last week's newspaper.

Adam Bandt and his Greens party today came up with another clever directive for lowering carbon emissions and saving electricity. Australia's 370 lighthouses will now be switched off at night.

Shamus O'Reilly, the famous Irish tap dancer, was injured today. He fell in the sink.

William Shakespeare was prevented from entering a pub in Stratford-on-Avon today. The manager took one look at him, turned him around and said 'sorry, you're bard.'

Former middle-weight world champion Jeff Fenech attempted to start a new career as a stand-up comedian last night. However he wasn't a success - he forgot the punchline.

And so it's goodnight from me, and it's goodnight from him.

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Drumoyne—Kinsley Pty. Ltd.
77-79 Victoria Road. Phone 81 2365
Fiveoak—Lanock Motors Limited
61-71 Parramatta Road. Phone 79 2311
Hershey—Lanock Motors Limited
120 Pacific Highway. Phone 48 0261
Hurstville—Dick Swanton Pty. Ltd.
71 Forest Road. Phone 58 9616 and 58 9678
Liverpool—Provincial Motors Pty. Ltd.
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Kilburn—Lanock Motors Limited
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Mosman—Mosman Service Centre Pty. Ltd.
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Granville—Lennox Motors Pty. Ltd.
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