

# Zeitschrift



Rudi at the Nationals Supersprint.

**July 2009**

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**Club Veedub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club Veedub Sydney Committee 2008-09.

<b>President:</b>	David Birchall david@clubvw.org.au	(02) 9534 4825
<b>Vice President:</b>	Bill Daws bill.daws@bigpond.com	0419 431 531
<b>Secretary and: Public Officer:</b>	Bob Hickman hicko@iinet.net.au	(02) 4655 5566
<b>Treasurer:</b>	Martin Fox martin@clubvw.org.au	0411 331 121
<b>Editor:</b>	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
<b>Webmaster:</b>	Steve Carter clubveedub@alpha.net.au	0439 133 354
<b>Trivia Pro:</b>	John Weston mumweston@bigpond.com	(02) 9520 9343
<b>Book and DVD Librarian:</b>	Joe Buttigieg jpbvw@bigpond.com	0449 291 642
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
<b>Merchandising:</b>	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	Leigh Harris leigh@clubvw.org.au	0419 685 738
<b>VW Nationals Committee:</b>	David Birchall Bob Hickman Chris Pascoe Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9773 1637 0423 051 737
<b>VW Motorsport Committee:</b>	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003 359 (02) 9639 1002
<b>General Committee:</b>	Zoran Milvica Ken Davis Heather Pascoe Ray Pleydon Mike Said Frank Watkins	Ron Kirby Grace Rosch Shirley Pleydon Brian Vanderkly Danny McFadden Laurie & Wayne Murray

## Canberra Committee.

<b>Chairman:</b>	Mark Palmer	0416 033 581
<b>Vice Chair:</b>	Bruce Walker	0400 119 220
<b>Secretary:</b>	Megan Wadey	0415 567 541
<b>Registrar:</b>	Ian Schafferius	0434 717 093

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

## Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

## Monthly meetings.

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

## Correspondence.

Club Veedub Sydney or Club Veedub (Secretary)  
PO Box 1135 14 Willoughby Cct  
Parramatta NSW 2124 Grassmere NSW 2570  
[info@clubvw.org.au](mailto:info@clubvw.org.au)

## Our magazine.

*Zeitschrift* 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.

Views 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 information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

Please note that all events listed in the *Zeitschrift Club Calendar*, and on the Club Veedub Sydney web page, are sanctioned by the Club and its Committee.

## We thank our VW Nationals sponsors:

### 22 years.

Volkswagen Group Australia  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
C & S Automotive  
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Stan Pobjoy's Racing Engineering  
Vintage VeeDub Supplies  
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### 20 years and over.

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Aust VW Performance Ctre Mick Motors  
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### 10 years and over.

Alpha Dot Net Reliable Automotive Services  
Harding Performance Stokers Siding Garage  
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Macarthur Grange Auto Wayne Penrose VW  
Mobile Model Cars

### 5 years and over.

All Metal Bumpers Cupid Wedding Cars  
Black Needle Trimming Defender Safety  
BWA Auto NRMA Insurance  
Canberra VW Centre Volkommen Art  
Classic Vee Dub Wolfsburg Automotive

# VW Winter Break

## 14th - 16th August 2009



**Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW**

Caravan Park is walking distance from the town centre.  
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

Friday night meet and greet at the Community Hall.

Saturday 8:30am sharp, leave park to go to the go-kart track.

Saturday 9:00-11:00am—Go-kart racing at Raleigh

Saturday afternoon - Bellingen markets, lunch, rainforest walks

Sunday—Coffs Harbour markets, Park car display.

**So call 1-800-729-835 to book a cabin or campsite. You must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these ASAP as well. I have asked that all the VW campers are put together. Please remind them about this when you book.

**Enquiries contact:**

**Ray Vanderkly (02) 6658 4422 ah**

**Steve Carter 0439 133 354**

# VW Motorkhana

## What is a Motorkhana?

Motorkhanas are motor sport events designed to test the acceleration, braking and handling of cars, and the skill and judgment of drivers. Most importantly, motorkhanas provide fun and enjoyment whilst practising and learning car control. Oversteer and understeer will be found in abundance, but at safe speeds under controlled conditions.

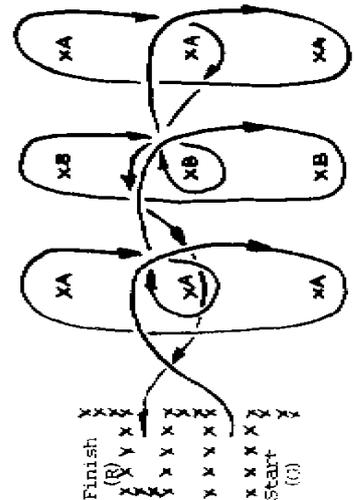
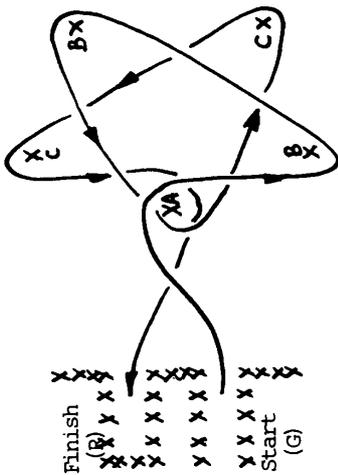
A day's event consists of a number of tests (see examples below), generally selected from pre-determined layouts. The surface may be sealed (bitumen), or unsealed (grass or dirt). Cars compete one at a time, always starting and finishing in designated "garages". Markers are witches hats or stakes with coloured flags atop, and time penalties are incurred if the markers are hit, or if an incorrect method is used.

Six to ten tests make up the day's competition, with winners being those drivers with the lowest total times, including any penalties. Different sizes and types of cars are separated into classes, meaning that more than one driver can take home a trophy. At many events, special awards may be offered to encourage novice, junior or female drivers.

Both everyday road VWs, and purpose-built 'Specials', can be used in motorkhanas. At most events, classes cater for varying types and sizes of vehicles. Cars must comply with basic safety requirements, but no special equipment is required. Obviously, steering, tyres and braking must be in safe condition, and the vehicle should be reliable.

A motorkhana is about the most 'car safe' form of motorsport. The worst thing that can happen to your pride and joy is you may hit a witches hat or dowel flag. Tyres are about the only part of the vehicle likely to suffer any wear, and some competitors use a spare set of wheels and tyres for competition, especially on a bitumen surface.

Motorkhanas are great places to improve your car control and for younger drivers to learn about proper car control, while "having a go" in a closed, safe, controlled environment. Any one from the age of 12 with a CAMS licence can compete (juniors do need a parent or guardian's consent).



### Why do I need to know this?

Each year the NSW Motorkhana Championship consists of 8-10 events throughout the year, run by various CAMS-affiliated Car Clubs.

## Sunday September 13th is our turn.

Our Event will be run at Nirimba College of TAFE in Quakers Hill (the old Schofields Aerodrome). VW Competitors and Officials be required for the day.

There will be more details as we get closer to the day, but please put this date in your diary.

Cameron Hart - 0407 003 359



**Canberra's VW Weekend  
19-20 September 2009**

**largest local VW event for 2009**

**Sat - Afternoon VW Cruise  
and Family BBQ**

**Come and meet other VW owners**

**Sun - German Autofest carshow  
National Library Lawns**

**(Parkes Place, Parkes, ACT)**

**Entry fee applies to all VW's entering the Park.**

**Trophies awarded – food and drink on sale –**

**kids VW carshow and activities**

Further details closer  
to event on  
[www.canberravw.com](http://www.canberravw.com)

Club VeeDub  
Canberra Chapter



[www.canberravw.com](http://www.canberravw.com)



**Club VeeDub  
Sydney Inc.**

The legend never dies

## Von dem Herrn Präsident.

At this month's general meeting, we will also be holding our Annual General Meeting for 2009. All the club Committee positions (as shown on Page 2) will become vacant, and we will elect new club officers for 2009/10. Please don't be shy, come along and stand for a position! We are always looking for people to help out.

This is a great opportunity for members to become more involved in the running of our club, and bring new ideas to the table. This ensures that we will have an ever growing and vibrant club. If you have ever had some great ideas on how to make our club better, then this is your chance! Please consider standing for a position.

Remember that being on the committee is not dependent on what kind of VW you drive. Club Veedub is open to ALL Volkswagen owners, not just classic air-coolers, or modern watercoolers. Some of us like one or the other, but many of us drive both. You simply need to be a current financial member. You are also welcome to nominate other members who you believe would be interested.

While the Committee does deal with the business of running our club, we try to ensure that this is done without undue fuss, and in a way that we can still have some fun -

because, when all is said and done, that is why we are here. I recommend to you all to consider nominating for a position.

Even if you aren't interested in one of the 'major' positions, we still need a good mix of General committee members who can be relied on to assist us in keeping our club moving forward. Everyone's contribution is greatly appreciated.

I have recently been in the UK on holidays, so I missed the Flat Four Supercruise. However I am told it was a very enjoyable event, and a report and photos are in this issue. Flat Four always put on a good day and I hope they organise more cruises like this.

The coming events calendar is looking very busy over the next few months. The Winter Break at Sawtell is on over the weekend 14-16th August. You will need to book your camping spot ASAP - see the ad on page 3, or contact Steve Carter for more info.

The annual CMC Shannons Classic at Eastern Creek is on Sunday 23rd August. We have a limited number of Volkswagen show spaces this year, so contact me if you would like to book a spot. This is the biggest 'classic car' show day in NSW, so we want to have a good number of show VWs on display.

Then there's the ACT Gernam Autofest in September, the Oktoberfest in October and Boris' Picnic Day in November. Soon the spring show season will be in full



Club VeeDub  
Canberra Chapter  
[www.canberravw.com](http://www.canberravw.com)

Riverina Volkswagen Club Inc.  
RVWC

# Temora VW Cruise Sunday 06 Sept 2009

Cruise to Temora Air Museum (Temora NSW), to view the museum and the flying activities (more info: [www.aviationmuseum.com.au](http://www.aviationmuseum.com.au)).

A combined activity for Club VeeDub and Riverina VW Club. Enquiries to Bruce 0400 119 220

swing, and it will be time to get your VWs all shined up after the winter layoff.

There's plenty coming up for the VW racers too. Our first Motorkhana in September; the Warwick drags in October, and now a couple of BMW club Supersprints we have been invited to. Make sure you check the Klub Kalendar!

Precis of Committee and General Meetings:-  
Sawtell Winter Break,  
Eastern Creek Classic, ACT Autofest, Oktoberfest, Motorkhana, Boris' Picnic Day.

Keep on Kruisin,

David Birchall



## Kanberra Kapitelreport.

G'day and Hi from Canberra, the gusty winter winds are blowing and we're dreaming of Spring. Our recent cruise to Braidwood was a huge success and there will be a report and pictures in the magazine soon. For those who missed the event, you'll kick yourself - combine some great cars, conversation, a warm fire and a meal that is absolutely huge, and the event is complete.

Coming up in July, we'd like to see as many ACT members as possible go to the Sydney AGM. show your support (16 July at the Greyhound Club).

September is a big month for us as we emerge from Winter. First up, on Sunday 06 Sept, we're off to the Temora Air Museum for their flying weekend (see the flyer above). We're joining with the Riverina VW Club and hope to have a good rollup. The Canberra Chapter last visited there over 2 years ago and we had a great day, so lets have a good turnout. The aircraft will be flying and you can see the machinery going through the routines.

And of course, our annual VW Weekend is on 19 / 20 Sept - a large VW cruise and BBQ on Saturday afternoon, and the Shannons German Autofest on Sunday. Please note the new location - National Library Lawns - a map will be inserted in future magazines. Included in the Autofest will be a kids car show, bring along your favourite pedal car, model, or matchbox car - as long as it resembles a VW its eligible.

October is time to kick back after Shannons German Autofest, with our second annual Camping Trip. Break out your tent, bring the Kombi camper, or sleep under the stars, whichever way you 'rough it', save the date of 17 / 18 October for a great night away from home.

Happy Dubbing!



## Motorsport Report.

Following on from last month's report, and with reference to the results for the inaugural Super Sprint held at

## Club Veedub Sydney AGM Thursday 16 July 2009.

The July monthly meeting, in addition to the normal festivities, is our club's AGM. All committee positions will be vacated, and new nominations for all positions will be accepted. Voting will be taken as required. Steve Carter will be the nominated chair for these proceedings.

All Club Veedub members are invited to stand for a committee position for 2009/10. We are always looking for new blood and new ideas, and we welcome your input to help make our VW club bigger, and better, than ever.

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

We need your help to run our club!

Wakefield Park, a presentation of trophies will be taking place at our next general meeting on 16th July. I trust that you will all attend and congratulate the outright and class winners who provided enthusiastic and spirited racing on the day.

Since that event some of our club members have expressed the view that they would dearly love to compete in more than one Super Sprint per year, and asked if this could be arranged.

The reality is that these type of events require many volunteers and officials, together with lots of competitors to make it a viable proposition. Unfortunately at this point in time, it is my view (and also that of the committee), that this is not an option at the moment. However this may change in time.

In the meantime, other car clubs also run Super Sprint events, and are also looking for volunteer officials and competitors to make their events a success.

To this end, we have undertaken to actively engage with these clubs in order to provide our Motorsport enthusiasts with alternative venues and events in which to further their compete aspirations.

For example, the BMW car club are going to be conducting events at both Eastern Creek and Oran Park in the coming months and will endeavour to provide these details to you when they come to hand. For example, our club has already been invited to BMW Supersprints in September, and October - check the calendar. Any club member with a CAMS licence, and suitable vehicle, can have a go. Please contact me if you are interested.

The ideal situation would be one where we provide each others' clubs with support in both officials and competitors, thus ensuring the health and viability of club Motorsport events, particularly if we can compete against fellow German marques.

On page 4 of this magazine you should see about another type of event involving Motorsport, namely a Motorkana, to be held on September 13th. This type of event would be regarded as the most basic form of Motorsport, where precision driving is more important than outright speed. I trust that some of you may wish to at least consider participating in this event as well. You won't hurt your VW, and you will have a lot of fun.

Until next month, yours in Sporting

Herb Gutmann

## Klub Kalender.

### July.

**Thursday 16th:- CLUB VW MONTHLY MEETING and AGM at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. This month is the AGM. All committee positions become vacant, and will be re-nominated and voted on as required. All paid-up members are invited to attend and nominate for a position. We need your help to run our club!

**Monday 27th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### August.

**Sunday 2nd:- NSW Supersprint Round 7** at Eastern Creek, Sydney. Contact Rudy on (02) 9639 1002 for more info.

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

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

**Friday 14th to Sunday 16th:- VW Winter Break** at Sawtell. Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

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

**Sunday 23rd:- Shannons Eastern Creek Classic**, at Eastern Creek Raceway. The largest gathering of classic vehicles in NSW. Our club has 15 spaces booked - contact Dave Birchall to reserve your spot.

**Monday 31st:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### September.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Sunday 6th:- Oran Park Grand Prix Supersprint**, hosted by the BMW Drivers Club. We have been invited to attend this event. Contact BMW Drivers club Motorsport Director: Lloyd Kelly at [motorsport@bmwclubnsw.asn.au](mailto:motorsport@bmwclubnsw.asn.au) or phone 0419 430 779 Oran Park closes in December 2009, so this may be one of your last chances to run on this iconic circuit.

**Thursday 10th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Saturday 12th:- NSW Supersprint Round 8** at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

**Sunday 13th:- VW Club Motorkhana**, at HMAS Nirimba TAFE, Schofields. We are hosting a round of the NSW Motorkhana Championship, for the first time. We are looking for CAMS-licenced VW owners to compete, or to official. Contact Cameron Hart on 0407 003 359.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 19th & Sunday 20th:- ACT German Autofest 2009.** Saturday is afternoon VW cruise and family BBQ. Sunday is Autofest car show at Rond Terraces, Commonwealth Park. Contact Megan (Club VW Canberra Chapter) on 0415 567 541 for more info.

**Monday 28th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

### October.

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

**Sunday 4th:- German Oktoberfest 2008** at the Hubertus Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, oom pah pah band. Market stalls, kids' rides! Club Veedub has a prime display position. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! For bookings or more info, contact Raymond on 0408 207228. Prosit!

**Saturday 3rd & Sunday 4th:- VW Warwick 2009 Drag Racing** at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See [www.vwma.net.au](http://www.vwma.net.au) for more info.

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

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 17th:- NSW Supersprint Round 9** at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

**Saturday 24th:- Eastern Creek Supersprint**, hosted by the BMW Drivers Club. We have been invited to attend this event. Contact BMW Drivers club Motorsport Director: Lloyd Kelly at [motorsport@bmwclubnsw.asn.au](mailto:motorsport@bmwclubnsw.asn.au) or phone 0419 430 779.

**Monday 26th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## November.

**Sunday 1st:- Boris' Picnic Day 2009** at Cook Park, Dolls Point, right beside Botany Bay. VW display, show n shine, VW swapmeet, sausage sizzle. Shine up your VW for summer! All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info.

**Thursday 5th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 12th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Monday 30th:- Canberra General Meeting** at the Wig and Pen Pub, Civic, 7:30pm.

## Marktplatz.

All ads should be emailed to: [info@clubvw.org.au](mailto:info@clubvw.org.au)  
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. Ads will appear here for two months.

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

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

## New Ads.

**For Sale:-** Hi, I have an original awning/tent which I bought for my VW campervan in 1975. It is made of canvas. size 9x9 feet (2.70x2.70m) square. It has been waterproofed 2 or 3 years ago and in good condition, still ready to go. Since we don't go camping anymore I would like this trusty old shelter to go to a good home and your club came to mind. I was wondering if there would be interest from one of your club members for an item like this. Please email me for more info. Thank you, Horst Robert Hentschel ([heroh@tpg.com.au](mailto:heroh@tpg.com.au))

**For Sale:-** Twin carbs, linkages, manifolds and air cleaner, to suit 1800cc Kombi. \$150 ono Phone Laurie, (02) 4981 1779 (Nelson Bay, NSW)

**For Sale:- 1959 Beetle**, Black, very good condition, has wood & chrome roof rack, ski rack with 2 sets of period skis and poles. Birth certificate from Wolfsburg.

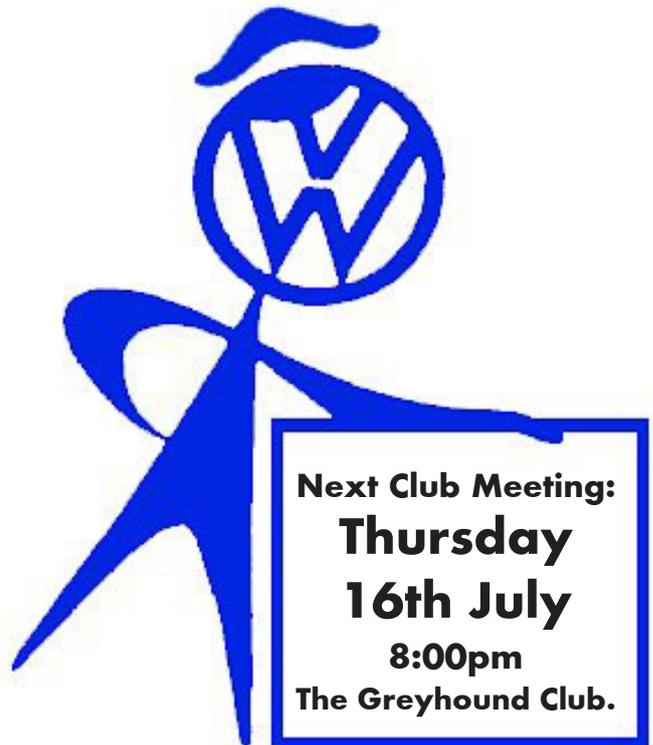
**1959 Beetle**, Alabaster, Original, rust repairs carried out. Birth certificate from Wolfsburg.

**1957 Beetle**, big window, needs some TLC, original condition.

We invite expressions of interest in any or all of three VW Beetles for sale. Contact Caro and Ivy on (02) 4567 1358 or 0427 311 047.

**For Sale:- 1970 Beetle** roll-top convertible. Yellow, with black top, brown interior. Terrific 1600cc rebuilt (about seven years ago) motor. Used daily, goes well and is fully registered. But it needs a fair bit of work, so it's best described as a restorer's dream. \$1,500. Contact Stephen on (02) 96920637 (h), 0415-417-776 (m), (02) 87776891 (w).

**For Sale:- 1974 KOMBI rolling shell.** All metalwork done. No rust. Straight, flat panels, ready to sand and paint.



Holes cut for electrical and water. Sliding door closes with ease. Keep perfect, undented roof for 9-seater or cut and make a camper. Headliner fair, with a few rips toward the back. New ball joints and rear bearings. Accelerator pedal converted to later type. Very solid. Many extras. Best shell you'll find. \$1750. Phone Chris, 0412 726 901 in Lithgow NSW.

## 2nd Month Ads.

**For Sale:-** Oval front lid (two of them), VG cond. Early 1960s front lid, VG cond. Flat windscreen glass, VG cond. Late T3 front lid and passenger door, VG cond. Early oval / split window driver's door, VG cond. Oval driver's door. Good cond. Call Ray: 0419 200 517

**For Auction:- a large collection of early VWs** and a few early Porsches which we are auctioning on July 12<sup>th</sup> 2009 on behalf of the estate of the late Francis Baptist. Also for auction on the day will be a large number of parts including 16 mainly pre-1960 engines, a large selection of 'new old stock' and a large number of various steel and alloy wheels and tyres for early Volkswagens. We are currently putting the catalogue together and are yet to photograph the vehicles and parts however I have attached an early list of the vehicles on offer. The auction is taking place at Turners Auctions in Penrose, Auckland, New Zealand and will be streamed live over the internet via Turner Live. Potential bidders can register on our website and fill in their credit card details to bid online in real time with live pictures and sound. Many of the vehicles are in exceptional condition having been stored indoors since 2006.

- \* 1970 Porsche 911T 2200cc Silver, NZ New, Rego on hold, 29155 miles, very original, blue leather
- \* 1960 Porsche 356 Super 90 Cabrio, Red, ex-New York, LHD, does not have super 90 engine. Rusty floor.
- \* 1956 Porsche 356 - Silver, ex-UK, Super 90 engine fitted, very rusty, never vinned. Large history file
- \* 1967 VW Karmann Ghia 1600cc, Blue, NZ New, Rego on Hold, 32781 miles, minor TLC but very tidy
- \* 1955 VW Kombi Pickup, Green, NZ New, Rego on Hold, original body, cloth rear, 1600cc
- \* 1990 VW offroad bus, built by Francis Baptist, 9 seater, 1600cc
- \* 1952 VW Beetle, 1200cc, Blue, ex-Belgium 2002, LHD, matching numbers, Webasto sunroof, mint
- \* 1962 VW Kombi - Yellow/White, 1835cc, NZ New, reads 41534 km, older restoration, big engine, Porsche wheels
- \* 1955 VW Beetle Deluxe, Green, NZ New, 63,000 miles, very tidy, very original
- \* 1982 VW Transporter Tristar Ute, 4x4, White, ex UK 159,673 miles, 2100cc, Syncro Double-cab
- \* 1979-80 VW Kombi Camper, Green, very rusty, Westfalia parts fitted, stored outside parts vehicle
- \* 1980s VW Camper, blue, very rusty, camper, possible restore, probably parts
- \* 1990 VW Syncro Transporter 4WD, White, Rego on hold, water cooled, requires minor bodywork repairs
- \* 1954 VW Beetle Karmann Convertible, Brown, older restoration, 43041 miles, tidy, ex-Australia
- \* 1956 VW Beetle restoration project, oval window

- \* 1954 VW Beetle restoration project, oval window, 1200cc
- \* 1954 VW Beetle restoration project, oval window, many parts to complete
- \* 1954 VW Kombi Barndoor Pickup. Lived outside very long time, curiosity. Not fit for restoration.

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**For Sale:- 1972 Superbug S (1600cc).** Very rare '15-Millionth' commemorative model. (Serial # 879) (also originally called "collectors' bug" & "world champion" Beetle). Only 1,500 of this model were made, for Australia, from March 1972, to commemorate VW selling more Beetles than Ford sold Model Ts. Very few, if any, originals remain, especially in this condition. This very limited release model, came with 'red wall' tyres, (doesn't have those anymore !) carpets, as standard; A special black dash treatment (glovebox & speedo fascia); & a specially minted & individually numbered medallion, on the glovebox lid. Also includes original VW service book, with purchase certificate, with official '15 millionth' rubber stamp, (with serial #) from the VW dealership at Taren Point. It has had one previous lady owner, for 36 years, from 1973 till March 2009. (she is now 72 yrs young !) It is completely original, & untouched, apart from new paint, (18 mths ago), recovered front seats &

new running boards, some yrs ago. The interior is in very good original condition. It looks, & drives, like a new car ! Has travelled 145,000 miles. Motor was reconditioned, in 1995, at 114,000 miles. (by owner's husband, a working motor mechanic, who looked after the car for 22 yrs. He passed away in 2003) Has done only 31,000 miles since then, in the last 14 yrs. No rust, always garaged (central west NSW country car, since 1981) rego till Oct '09, near new tyres, floor pan original & untouched, gas front shocks, new indicator switch assembly, new handbrake cables, new fuel lines, Engine immobiliser, combination lockable handbrake lever, tow bar, Carpeted boot liner, black & white plates included. This "collectors' bug" is very special. Virtually it's entire history is known, from new ! Name & address of the original, 1st owner (only for 1 yr !) & name & address (& official rubber stamp) of VW dealership, in Sydney, where it was purchased, & same details of Sydney dealer, where 2nd, long term owner, purchased it, in July 1973. After her husband's death, the car has been maintained, since 2003, by a local, German origin, VW specialist. Photos available, on request. Please phone Greg, on 0413 625778, any time.

## Audi 2nd at Le Mans.

2009 was the 77th running of the famous 24 Heures du Mans (24 Hours of Le Mans), the world's most famous motor race, at the Circuit de la Sarthe in France. Porsche has won the event more than any other maker (16 wins), followed by Ferrari with 9 wins, Audi with 8, Jaguar 7, Bentley 6, and Ford and Alfa Romeo with 4 wins each.

Audi has recently been the dominant maker, with 8 wins from just 10 races started. Audi won Le Mans in 2000, '01, '02, '04, '05, '06, '07 and '08. Even when Bentley won the race in 2003, the winning Bentley Speed 8 was based on an Audi R8C chassis. Effectively, the Volkswagen Group has won Le Mans the last nine years straight. The question for 2009 was – could they do it again?

Audi's main competitors in the top LMP1 category for the last few years have been Peugeot, with their very fast 908 race cars. Last year the Peugeots led for most of the race, but the #2 Audi of Tom Kristensen, Allan McNish and Rinaldo Capello won the event, finishing only 10 minutes in front of the #7 Peugeot, followed by the #3 Audi, the #8 Peugeot and the #1 Audi.

For 2009 both makes were improved. Peugeot upgraded to the model 908 HY, still with the 5.5-litre 100-deg V12 turbo diesel engine producing 520 kW and 1200 Nm, but with an additional F1-style Kinetic Energy Recovery System. This adds a 60 kW electric motor, powered by lithium ion batteries that are charged by regenerative braking. This system can add power to the Peugeot's drive train for around 20 seconds, either automatically or by manual activation. Peugeot is the first maker to fit such a system to a sports racing car.

Audi, meanwhile, replaced their successful R10 with the new R15 TDI. The new car still has a 5.5-litre turbo diesel engine, but it is now a physically smaller and lighter V10 design rather than the previous V12. Output is 440 kW and 1050 Nm; around 15% less than the Peugeots, but the smaller engine is mounted further forward for better weight

distribution and better handling. While Audi does not use a KERS system, the R15 does use lithium ion batteries, and the headlights and taillights are fully LED.

The Peugeots proved faster in practice, and qualified on pole position for the third year in a row. The #1 Audi was second, just 0.8 seconds slower, but then more Peugeots were on third, fourth and fifth on the starting grid, with the other Audis in sixth, seventh and eighth.

55 cars, spread over four categories, started the race at 3pm on Saturday 13th June. The Peugeot was fastest from the start, opening up a big lead in the opening laps, and the second-placed Audi dropped back to third, then fourth, then fifth as the Peugeots used their superior speed.

The first problem for Audi came in just the third lap, when the #3 car left the track, skidded through the gravel and hit the tyre wall. It was towed out, and it returned to the pits under its own power, but it was sidelined for major chassis repairs. It was off for nearly an hour.



The only other VW group vehicle in the race, the sole Lamborghini Murcielago entered in the GT-1 category, retired with engine problems after just 8 minutes (2 laps). It had also suffered a number of problems during qualifying. This left the four Corvettes a clear run in GT-1.

At 6pm, after three hours of racing, the #8 and #9 Peugeots were running first and second. At 7pm the #1 and #2 Audis, in third and fourth place, both came into the pits to have different noses fitted. Audi boss, Dr Ullrich, was looking for improved aerodynamic performance and faster speeds. At 8pm the #3 Audi slowed down at the back of the circuit, and limped halfway around the track back to the pits. The Audi mechanics wheeled the car into the garage.

At 9:20pm the dramas continued when the #2 Audi crashed heavily at the Porsche curves. Lucas Luhr lost control and hit the wall, smashing the rear of the car beyond all repair. The crumpled Audi was towed away. The #1 Audi was still in second behind the #9 Peugeot, but the #8 Peugeot was now third. "We were a bit unsettled during the first part of the race," said Audi driver Capello. "The car was understeering badly. We tried to increase the pace of the car compared to the beginning of the race and the nosecone change really helped us. We're still not able to drive faster than the Peugeot even if we're more efficient in traffic." However Audi was now in trouble, with the #2 car retired after its crash, and the #3 car still in the pits (since 8pm), now more than 40 laps in arrears and slipping further down the leader board.

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At 11pm the #1 Audi was barely 80 seconds behind the leading Peugeot when it made an unscheduled pit stop. The car was at a standstill for 3 minutes, and mechanics blew compressed air onto the engine. The Audi #1 soon rejoined the race, but they had lost second place to the #8 Peugeot, now some 30 seconds ahead of the Audi.

Audi driver Allan McNish remained at the wheel for four consecutive stints, maintaining 3:30 lap times but the Peugeots stayed ahead. He changed over to Capello, who brought the Audi in for fuel and tyres at 4:30am when the safety car came out again. The Audi mechanics fixed an overheating turbo, and the #1 Audi rejoined the race at 4:40am, still in third place behind the two Peugeots, and 4 laps in front of the #007 Aston Martin in fourth.

Dawn saw the two Peugeots still leading, while the #1 Audi was 3 laps behind in third. "The race this morning is difficult for us," said Audi driver Tom Kristensen. "The main problem is overheating in the turbo system, so we have to come back regularly into the garage for a complete clear out of dust, gravel, rubber, carbon, etc which are obstructing all the ventilation holes." The Audi needed further pit work mid-morning, when a faulty ECU was replaced, and a new steering wheel fitted. By lunchtime the #1 Audi was still third, but now 6 laps off the pace as the Peugeots drove towards the finish at 3pm.

The Peugeot 908s did not fail. On their third attempt, the French diesel prototypes managed to finally beat Audi, Le Mans masters for the past ten years. Peugeot put two of their three works cars in the top two places, ahead of the Audi R15. Marc Gene, David Brabham and Alexander Wurz won the 2009 24 Hours of Le Mans in the #9 Peugeot 908, one lap ahead of the #8 Peugeot 908 driven by Sébastien Bourdais, Franck Montagny and Stéphane Sarrazin. It was Peugeot's third win at Le Mans. David Brabham also became the third Australian to win Le Mans, joining Vern Schuppan (Porsche 956) in 1983, and David's brother Geoff Brabham (Peugeot 905) in 1993.

The race was very intense throughout, with the Safety Car coming out for 2 hours and 42 minutes altogether. Audi quickly lost two of their three works cars to an accident and

## Trades and services directory.

mechanical problems. The Ingolstadt team was never really in a situation to beat the fast Peugeots. The #1 Audi was more than one lap behind most of the time, with Allan McNish, Rinaldo Capello and Tom Kristensen having to put up with many mechanical problems. The #1 Audi R15 TDI finished third overall, six laps down, just ahead of the #007 Lola Aston Martin of the AMR Eastern Europe.

The winning Peugeot completed 382 laps in 24 hours, a distance of 5,206.28 km. This was the furthest travelled since 1989, and the fifth furthest of all time (the Porsche 917K of Marko/van Lennep in 1971 still holds the Le Mans distance record – 397 laps, 5,335.31 km). The Fastest Lap was set by Nicolas Minassian (Peugeot) on lap 259, in a time of 3:24.352. LMP2 was won by the #31 Porsche RS Spyder of Casper Elgaard, Emmanuel Collard and Kristian Paulsen. LM GT1 was won by the #63 Chevrolet Corvette C6R of Johnny O'Connell, Jan Magnussen and Antonio Garcia. LM GT2 was won by the #82 Ferrari F430 GT of Jaime Salo, Pierre Kaffer and Mika Salo.

The weekend was blessed with fine weather, a festive ambience and the overall level of commercial operations and entertainment was more than satisfactory. The race took place in front of a crowd of 234, 800 spectators.

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## Karmann files for insolvency.

FRANKFURT, (Reuters) – German independent contract carmaker and cabriolet roof-top specialist Karmann has filed for insolvency, becoming quite possibly the best known German automotive company to fall victim to the current auto industry financial crisis.

“The sheer unexpected drop in revenue led to the inability to finance the social plan that was agreed with labour representatives,” said the company, which had revenue of 1.3 billion Euros (US\$1.72 billion) last year.

Karmann presented a restructuring plan in September 2008, but deteriorating finances made the Osnabrück-based firm unable to pay for a wave of 2,240 layoffs, half of Karmann’s 4,460 German workers.



Most famous for the 1950s VW Beetle-based Karmann Ghia, as well as cabriolet versions of the Beetle, and later the VW Golf, the company also developed the retractable hardtop roof first introduced with the Mercedes-Benz SLK, before the idea was later copied by competitors, finding widespread use in popular volume models like the Peugeot 207cc and VW Eos.

In recent years, a trend among auto makers such as Volkswagen and Daimler to reduce outsourcing the assembly of cars to third-party firms, made it more difficult for Karmann to win new contracts. The trend has already crippled rivals such as Heuliez, Carozzeria Bertone, and Pininfarina.

Volkswagen’s convertible Eos is now made in-house at VW’s plant in Portugal, unlike all the previous Karmann-made VW cabriolets. Likewise, the Mk1 and Mk2 Sciroccos, and the Corrado, were made by Karmann but the current Mk3 Scirocco is not. VW also makes all of its SUVs in-house; the Touareg in Romania, and the Tiguan at Wolfsburg.

The last Karmann-built Audi A4 cabrio left the assembly line at the end of February, and Karmann’s only remaining production contract — to build Daimler’s Mercedes-Benz CLK cabrio — is set to end in mid-May.

“Together with the court-appointed insolvency administrator, the goal will be to lead the newly structured Karmann corporate group into a secure future and save as many jobs as possible,” Karmann said in a statement.

A spokesman explained that operations would continue just as before since the company had virtually no bank debt, rather Karmann was forced to file for insolvency under German law since it could not pay for the massive layoff plan.

In North America, Karmann’s U.S. subsidiary, Karmann USA Inc., generated an estimated \$236 million in revenue in 2007, the most recent data available, according to the Automotive News list of the top 150 suppliers to North America. The restructuring of Karmann’s German operations will not have a major impact on Karmann’s operations in North America, a spokesman for the U.S. unit said.

“In response to major declines in North American vehicle sales, Karmann USA has successfully restructured its organization to achieve profitability and has defined new growth strategies both within and outside of the automotive industry,” said the spokesman.

Karmann USA makes convertible tops for Ford, Chrysler, General Motors and VW. The unit operates a technical center and two plants in suburban Detroit along with a plant in Puebla, Mexico. The company last week launched a new aftermarket program to rebuild and restore convertible tops in North America.

Magna Steyr remains the only contract carmaker to receive significant new business, poaching the Porsche Boxster contract from Valmet of Finland in June of last year, and is busy assembling Mercedes and Chrysler SUVs. Magna Steyr is the Austrian company descended from the previous Steyr-Daimler-Puch, which was broken up in the 1990s.

## Autostadt welcomes its 18-millionth guest.

A mere 6 weeks before its ninth birthday, the Autostadt at Wolfsburg reached its initial total visitor-target up to the year 2018!

At the opening of Volkswagen’s theme park, museum and visitor centre on 1st June 2000, initial visitor-targets suggested that an annual figure of one million guests could be expected. Due to overwhelming public acceptance, and more recently car distribution figures of around 150,000 vehicles annually, the Autostadt has enjoyed visitor numbers reaching the 2 million mark per annum. On Tuesday 14





April 2009 the 18 millionth visitor entered the Autostadt, a target reached 9 years before it was initially expected.

"The Autostadt will enter its 10th year with this most impressive figure!" said Otto Ferdinand Wachs, Autostadt CEO. Wachs anticipates that the 19 million figure will also be reached in this year. "Volkswagen has acquired numerous new customers, amongst others, through the German Government's Environmental Incentive. Most of them are drawn both by the excitement of visiting the Volkswagen Group's theme park and collecting their new car personally from the Autostadt's KundenCenter (Customer Centre). At present we are handing over around 4,200 new vehicles per week. At that figure we have almost reached our logistical limit; we are delighted, however, in the increased interest being shown in Volkswagen and the Autostadt."

The Autostadt is one of Germany's most popular tourist destinations with around 2 million visitors annually. It is a successful event location for culture and an accredited education centre. It contains the world's largest car hand-over facility, the KundenCenter (Customer Centre), distributing 150,000 new Volkswagens per annum, and the most visited multi-brand car museum, the ZeitHaus, which includes the Volkswagen Museum collection.

## New small VWs.

Europe's largest car maker, Volkswagen, has set its course for the future. Last week, a decision on the VW's new 'Small Family' was taken.

At a press conference, Professor Dr. Martin Winterkorn, Volkswagen AG Chairman, said, "Our team at Volkswagen in Slovakia is ideally prepared to provide the flexibility required for the production of the New Small Family. Four brands are already produced successfully under one roof at our plant in Bratislava today." The VW factory in Bratislava (the capital of Slovakia), currently produces the VW Touareg, Porsche Cayenne, Audi Q7 and several Skoda models.



The first vehicles in the new family are due to roll off the Volkswagen production lines in Slovakia at the beginning of 2011 for delivery to customers throughout the world. Both 3-door and 5-door models will then be available for the Volkswagen, Seat and Skoda brands.

The production decision will provide for the continuation about 1,500 jobs at the Bratislava plant.

The first 'study' for these economical city cars, called the 'Up!' model, made their world debut at the 62nd Frankfurt Motor Show (IAA) in Germany in 2007. The second version with its smart space concept followed only a few weeks later at the 2007 Tokyo Motor Show. Now, 20 months after the presentation of the first study, Volkswagen has set the framework for the production of the future "New Small Family".

Original prototypes of the 'Up!' had rear-mounted engines and rear drive (like the original VW Beetle), but subsequent designs have been conventional front engine/drive layout, for both engineering and cost reasons.

## Tiguan R-Line updated.

Volkswagen's Tiguan now seems even more dynamic, with the special-order 'R-Line model recently updated with new features. The new equipment packages for this successful model are now available in Europe.



The most recognisable new feature of the Tiguan R-line are the 19 inch 'Omanyt' alloy wheels. The Tiguan with the R-line 'Exterieur' equipment package is recognisable through a whole range of specific body modifications. These include the colour-coded bumpers that have been newly designed on the lower section; a diffuser integrated into the rear bumper (black grained), and a front radiator grille with double ribs finished in a 'matt chrome'. Viewed from the side, black wheel arch extensions and colour-coded sills provide an even more striking design. In addition, chrome inlays in the door attachments highlight the sportiness and elegance of the Tiguan. A logo on each guard panel also points out the sporty R-line equipment. Furthermore, it is equipped with the so-called dynamic running gear with a sportier shock absorber tuning.

Europe's Tiguan buyers can chose the R-line 'Plus' package additionally or separately, for the individualisation of the interior. Whoever decides only upon this package will still receive the 'Omanyt' alloy wheels included in the R-line equipment package, and the dynamic running gear. The

character of the interior becomes even sportier through front sport seats with R-line imprinted on the head restraints and upholstery in a 'Monte Carlo' design. Brake and accelerator pedals additionally have a special R-line design.

Due to the dynamic tailoring, the R-line equipment packages are available exclusively for the Sport & Style Tiguan. The Tiguan R-Line is a European-spec model and is not available in Australia.

## **New Scirocco R.**

There is a slim possibility that one of Volkswagen's most alluring designs, the Scirocco, could come to Australia in the future. And if it did, perhaps the newly unveiled VW Scirocco R would accompany it.

Based on the Volkswagen Golf's underpinnings, the Scirocco is a stylish 2-door coupe/hatch, and the new 'R' model that has been unveiled in Europe brings a performance element to the line-up.



Not unlike the Golf GTI and Audi S3, the Volkswagen Scirocco R is powered by a 2.0-litre turbo 4-cylinder petrol engine that makes use of direct injection to raise the compression ratio, which improves power output. However this engine is tuned to give more power than the GTI engine - in fact it even produces 11 kW more than the 3.2-litre VR6 engine.

Peak power of 195 kW is pumped to the front wheels via manual or automatic twin-clutch transmissions, but it's peak torque of 350Nm that will give the VW Scirocco R a strong performance feel. Acceleration is impressive, with the zero to 100km/h dash taking a claimed 6.5 seconds with the manual, and an even quicker 6.4 seconds with the automatic dual-clutch 6-speed DSG. Acceleration from 80 to 120 km/h in 5th gear takes just 6.0 seconds.

On top of the engine upgrade, the Scirocco R gains various body kit upgrades that turn an already attractive car into something even more desirable. The most striking change are the LED running lights which give the front end of the car a sophisticated Audi-esque appearance.

As well as tastefully styled 18-inch alloy wheels with wide rubber (19-inch alloys are available), the Scirocco R gets a restyled front apron with large lateral air intakes that along with lower side skirts enhance the cars aggressive stance. The suspension has been modified to provide improved handling dynamics, with lower ride height, retuned



springs and harder shocks to improve turn-in and reduce body roll.

Volkswagen's body stylists have also updated the rear end of the Scirocco R. A snug-fitting roof spoiler and a new apron that integrates widely-spaced twin exhaust outlets finishes off the eye-catching look, and the new bodywork is expected to improve the Scirocco's aerodynamic efficiency, which might help the car's handling when it reaches its electronically governed 250 km/h top speed.

Viewed from almost any angle, the VW Scirocco R is an attractive car, and the consensus is almost unanimous: it's hot. There was some irritation when the finer details were scoured to find that no 4Motion 4WD option is available as yet. If the car was 4WD, it would probably blitz the zero to 100 km/h in under 6.0 seconds.

However, Volkswagen has added the electronic 'XDS' differential to the front axle to improve power-down and traction characteristics. The XDS is also used in the new Golf GTI.

To match the upgrade performance and exterior design the interior has been worked on. Luxurious 'ribbed' leather sports seats with overt stitching and a flat bottom steering wheel improve the tactile aspects of the European coupe and ensure the interior has a premium look and feel. A slightly different instrument display is added, as are alloy pedals and aluminium accents.

The car hasn't been priced yet, but will be on sale in Europe later in 2009. No decision has been made on bring the Scirocco R - or any of the other Scirocco models - to Australia as yet.

## **Work on VW's US factory begins.**

The Governor of the US state of Tennessee, Phil Bredesen, and Professor Dr. Jochem Heizmann, Volkswagen AG Group Production manager, were joined by invited guests last month to celebrate the erection of the first wall at the new US factory in Chattanooga, Tennessee, USA. The plant represents a major milestone for the Volkswagen Group in attaining its ambitious growth targets for the North American market.

Production in Chattanooga will commence in 2011 with a maximum annual capacity of 150,000 vehicles. Over the coming months, modern, environmentally friendly buildings



housing a body shop, paint shop, assembly and offices will be built on the site that covers approximately 6.4 square kilometres.

“Our own car production, ‘Made in America’, is an important core element of our growth strategy on the US market. That is why today is a major milestone for the Volkswagen Group. The automobile will always be an essential part of the American way of life. Despite the present situation on world markets, the US market will recover and Volkswagen will be ready when that happens,” said Dr. Heizmann. “Our new plant in Chattanooga sends a clear and strong message for Volkswagen, for the automotive industry and for the State of Tennessee. The United States is a great car nation and we believe in a promising future for Volkswagen here.”

Volkswagen Group of America will invest one billion dollars in the plant and employ 2,000 people. The Chattanooga factory will build a new mid-size sedan, specially designed for the North American market, larger than the current Jetta. Approximately 30 per cent of these cars will be powered by Volkswagen’s TDI Clean Diesel Technology.

“This is a big day in our company’s history. Today, we are putting down new roots in the United States of America. And we are entering a long-term partnership with this community, this state and this country,” said Frank Fischer, Chairman and CEO of Volkswagen Group of America, Chattanooga Operations.

With the construction of the Chattanooga factory, Volkswagen is also assuming special responsibility for the environment. Apart from energy-saving ventilation systems which compensate for fluctuations in outside temperature, the production halls will also feature efficient industrial lighting systems with reflectors. Furthermore, Volkswagen has given an undertaking to plant a seedling for every tree felled to make way for the plant.

Volkswagen is also making a commitment to the people in the region. At the end of March, Volkswagen already announced it would be participating in the ‘Partners in Education’ programme, contributing some \$5.3 million over a five-year period. The partners are regional universities as well as vocational training institutions and local schools.

In 2008, the Volkswagen Group produced 6.347 million vehicles worldwide, some 66.2 per cent of which (4.201 million vehicles) were built outside Germany. The Chattanooga factory will be the 62nd facility in the production network of the Group with its nine brands.

The goal of the Volkswagen Group is to triple sales in the USA by 2018 under its growth strategy. This strategy is based on the five pillars of product strategy, brand strategy,

dealer network, organisation and local production. The new strategic orientation coincided with the relocation of the Volkswagen Group of America headquarters to Herndon, Virginia, in early 2008. In spite of the market downturn, Volkswagen grew their US market share by 43 per cent in the first four months of this year.

## GTI special editions.

Once a year, the biggest active VW enthusiast group in the world – Golf GTI fans - meet at Wörthersee, in Austria. It is the biggest water-cooled VW show in the world, with more than 10,000 VWs on display. This year Volkswagen AG showed two sensational concept cars put together especially for the show: special ‘Wörthersee 09’ editions.



Firstly, the Golf GTI ‘Wörthersee 09’. What is special about this car? Well, according to the manufacturer, the new vehicle features a special glowing dark red colour called ‘Firespark Metallic,’ found also on the high-gloss black 19-inch alloy spoke wheels, and on the classic GTI stripes of the radiator grille screen and new smoked LED taillight design.

Inside, the concept car features high-end aluminium tread plates with ‘GTI Wörthersee 09’ signature trim in brushed aluminium, and glossy black painted frames around the air vents and new floor mats. Volkswagen also added a new sport exhaust system and the same engine found on the GTI: the 2.0-litre TSI with 155 kW, capable to push the car from 0 to 100 km/h in just 6.9 seconds. The top speed is limited to 238 km/h.

Volkswagen also revealed a second special model, the Polo ‘Wörthersee 09’ concept car. The new vehicle features a ‘Flash Red’ body colour with two black rally stripes, while



under the bonnet we find the 1.4-liter MPI version engine with 63 kW.

The Polo 'Wörthersee 09' comes with dark contrast accessories such as grille screen, mirror caps and backdrop of the headlights. Also, the sport exhaust system offers a new and optimized sound. Inside, the concept offers a glossy finish and high-end materials.

Both special models are available to order from German VW dealers for a limited time.

Volkswagen Accessories also astonished visitors to the Wörthersee show with attractive new products especially made for the GTI Meet. Two innovations stood out.

Firstly the 'Bobsy G2-3 pro GTI-Design' child seat. It is covered with the original material of the GTI seats ('Jacky' pattern), giving enthusiasts of the Golf GTI the option of taking their kids along with them, not only safely but in genuine GTI style. Thanks to its adjustable-width seat cushion and sleeping support, it is ideal for children between three and twelve years old (15 to 36 kilogram body weight). The seatbelt is routed snugly to the body and offers optimal protection. The special head section, lateral support panels that extend far forward and full coverage of the shoulder area guarantee a high level of comfort and safety in case of a side crash.

Also new (and very popular) is the GTI Edition mobile phone. This special mobile phone is a perfect match for the legendary GTI from Wolfsburg when it comes to sportiness and exclusivity. Along with the display logo and brushed aluminium surface, all menuing is styled after GTI design. There is even a special GTI sound ring-tone. And the integrated 3.2 megapixel camera with 3X digital zoom is ideal for capturing the most beautiful images of the GTI-Meet at Wörthersee on its 25-MB memory card.

## New VW Amarok.

The new Volkswagen utility truck is to be named 'Amarok'. Later this year, the first 'Japanese-style' utility built by a European manufacturer will be unveiled in South America. The South American launch is set for March 2010, with the VW Amarok heading to Europe in mid-2010. With the Amarok, Volkswagen is seeking to enter global utility markets dominated for the most part by Japanese brands.

Volkswagen Commercial Vehicles presented a concept truck at last year's IAA Commercial Vehicles show (Germany), providing a look of the division's new model. It was initially called the VW Robust. The Volkswagen Amarok will be manufactured in Argentina at Volkswagen's Pacheco plant, near Buenos Aires.

The name Amarok comes from the language of the Inuit, who live in northern Canada and Greenland, and means 'wolf'. The Inuit, one of the Eskimo peoples, regard the wolf as the king of the wilderness, an impressive figure due to its strength, robustness, endurance and superiority.

This name also means "he loves stones" in the Romance languages, which are spoken in the major markets in Brazil and Argentina. In these markets, utility trucks are in demand as recreational and commercial vehicles due to their versatility. The VW Amarok's reliability and suitability for off-road driving will make it a very attractive proposition.



"This name fits the characteristics of our pick-up to a tee, which will set new standards in its class," said Stephan Schaller, CEO of Volkswagen Commercial Vehicles. "We took great care selecting this name, which can be used globally. The Amarok is meant to invoke positive associations in all relevant international markets and make a more convincing argument than its established competitors right from the start."

The Volkswagen Amarok is the first European designed utility truck of this kind, and follows VW assembling Toyota Hiluxes under licence and selling them as VW Taros in the early 1990s. It will be the fourth mainstream Volkswagen Commercial vehicle model, joining the Caddy, T5 Transporter and Crafter. There is also a commercial vehicle called the VW Saveiro in South America (based on the Gol), and the T2 is still available in Brazil (with a Polo engine). However the new Amarok will not be confined to South America. It is intended as a significant component in the Volkswagen Group's growth strategy, and opens a new segment for Volkswagen. Schaller comments, "The Amarok lifts our brand into a new, even more international dimension. Volkswagen Commercial Vehicles is proud to develop, build and sell this vehicle, which is extremely important for the growth of the entire Group and constitutes a logical strategic addition to the global range."

Developed from scratch, the Amarok will be launched as a double-cab utility with four-wheel drive. A single-cab version will be available at a later date. The utility truck features not only state-of-the-art, robust engineering but also efficient engines and current Volkswagen styling. The concept vehicle shown at Frankfurt's IAA gives a first impression. State-of-the-art, powerful yet efficient common rail turbo diesel injection (TDI) of the next generation will be used in the power train. The fuel consumption and emissions for the VW Amarok are intended to achieve new best values for the utility truck segment.

The new Volkswagen Amarok is set to be launched first in South America and Central America in 2010, followed by Russia and Europe, and Africa and Australia, in late 2010. Thousands of traders around the world will be looking forward to trading their crude and uncomfortable Hiluxes, Rodeos, Navaras, Bravos and Tritons in for a Volkswagen. The current financial crisis has halted plans to release the Amarok in the USA for the moment, but it should be a natural for the USA eventually.



## Liberace's VW.

Think of a famous Volkswagen: When you ask people to name a famous Volkswagen in history, the majority will name the one sporting blue and red stripes along with the number 53, yes, Herbie! On our recent trip to Las Vegas, we went searching for another, not so infamous Beetle that Shirley had told us about. We caught the Deuce (the local bus) to the Liberace Museum and there we found the Pink Liberace Volks Royce.

The Volkswagen Beetle was customised by Barris Kustom Industries to resemble a Rolls Royce. Later, John

Hancock, Liberace's official glazer, covered the car with hand etched mirrored tiles. Liberace first used this car on stage in the 1970s at the Las Vegas Hilton.

In 1979, Liberace arrived in this car at the grand opening of his new museum. At that time it was painted white, but was later painted hot pink to match one of his costumes. It last appeared on stage at Radio City Music Hall in 1985.

Liberace's costume designer Michael Travis designed the drop-top cover. It is made of pink silk with Liberace's name on it and covered in Swarovski crystal rhinestones.



## Club Veedub. Aus Liebe zum Automobilklub.



Currently, this is the only car in the collection kept in running condition and is used during special events. It was used on 30 May 2002 during the Museum's grand reopening, to chauffeur Las Vegas' own Siegfried & Roy with 'Apollo' their newly-born, white Siberian tiger across the parking lot.

Some quick technical facts about the Volks Royce:

*2 door, 3 passenger convertible sedan;*

*Engine Type: H4/97*

*Weight: 865 kg*

*Wheels: 15" P Durachrome*

*Tyres: Denham Elegante' Premium White Walls*

*Hood Ornament: Rolls Royce Flying Lady*

This wasn't the only car at the museum, but it was the only VW. We joined the free tour and thoroughly enjoyed the museum as a whole. We thought that it was well worth visiting and we'd recommend it to anyone going to Las Vegas. If you do visit the museum, make sure that you catch up with Karen the tour guide as she gave us some invaluable information and saved us a lot of time and money. For more information on the museum, browse to [www.liberace.org](http://www.liberace.org),



call +1 702 798 5595 or write to: Liberace Museum, 1775 East Tropicana Avenue, Las Vegas, NV 89119, USA

On our way back to our hotel, we spotted a Split Window Kombi Ute, so we got off at the next stop and talked to the guy who drove it there. It was only there to transport some mopeds to the "Vespafest" and the splitty was attracting more attention than the mopeds were!



The only other VW that we spotted was a Beetle at the Grand Canyon. On our drive back to Los Angeles, we spotted pretty much what you would see here at home.

Raymond & Grace.



## The Toy Department.

Minichamps continue to excel themselves with high quality and very detailed model cars. In our case this month are some examples of some newly released versions of the Bay Window kombi bus.



The first is the classic Microbus which is 1 of 1,296 pieces in Marino Yellow with black interior, including third seat in the front cabin and luggage rack on the roof. In this version the spare tyre mounted is on the nose.

So detailed is this model that even the Mud flaps have the VW Emblem on them.

The second is the red fire Bay Window pickup with canopy, sirens and spots lights mounted on the front bumper bar, this is 1 of 1,344 pcs.



The third Bay Window is a panel van with the famous Sinalco decals. Sinalco is a brand of non-alcoholic drinks founded in 1902, with sales in more than 40 countries.

In 1902, German scientist Friedrich Eduard Bilz invented "Bilz Brause", a sherbet powder, and started to sell it in partnership with industrialist Franz Hartmann. As imitations started to appear, they held a prize competition for a brand name, and chose "Sinalco" (an abbreviation of the Latin sine alcohol, "without alcohol"). As one of the first beverage brands, Sinalco came to be exported worldwide, particularly to South America and the Middle



East. The red circle trademark was registered in 1937. A distinctively-shaped bottle was launched in the 1950s, and updated at the end of the century. Sinalco is the oldest soft drink brand in Europe

Finally these two T3 Transporters really are fine examples and it is rare to find any other model producer that invested and produced this series.



Tony Bezzina  
kbezzina@bigpond.com.au

## Flat Four Supercruise. Saturday 20th June.

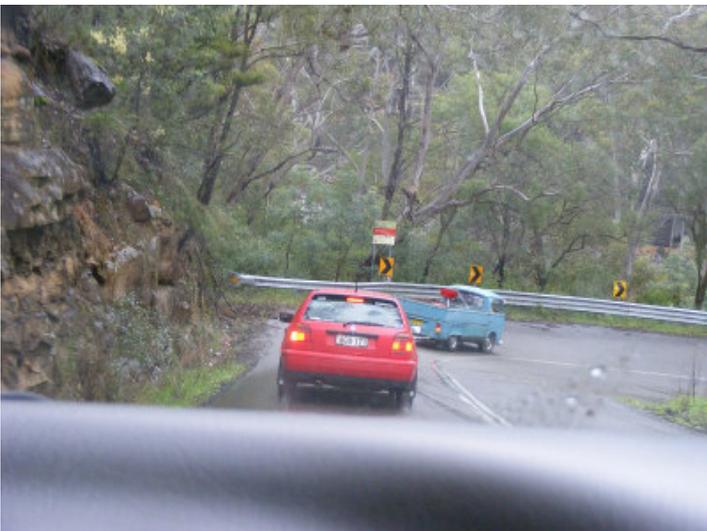
Our friends at Flat Four club have decided not to run their usual VW Shootout this year. Instead, for the first time, they organised the first 'VW Supercruise'. Club Veedub was invited, so I wanted to go along and support this new event. After all, Flat Four always support our VW Nationals, and Boris' Picnic Day.

The Saturday dawned grey and drizzly, but luckily it was an afternoon start and the day dried a little in the morning. Lily wanted to take her Golf rather than her Kombi, as it was warmer and more cozy. We set off after lunch for the starting point, at Appin, and we needed to be there at 1:30. It was a quick and comfortable trip in the Golf, and we soon pulled up in a small servo in the main street. Brian phoned me to tell me they were all waiting just past the Wollongong turnoff - so they were.



The VW drivers, from both clubs, chatted happily together at the roadside. We had to register at the Flat Four Kombi and pay \$5 entry fee, but it went to a good cause and we got a sticker that Lily put on the Golf's side window.

After an hour of talking cars while the kids played in the mud, the drivers were called together for a quick briefing. We would be marshalled to follow the lead Kombi, with official cars spaced regularly in the line and one more official car at the rear.



We followed the lead Kombi - which had a single Webber in the back! - down towards Wilton, but we turned right before reaching the town and headed down a twisty road to the Cataract River. The road was nearly blocked by the police because a milk truck had gone the wrong way. he was far too big to be going that way.

We came out at Douglas Park and headed to Picton. This was the rest stop, so we pulled up onto the side of the road for a toilet/drink break, and photos. Soon it started to rain again so we all decided to get back in the VWs and head for the finish, which would be at Liverpool Catholic Club



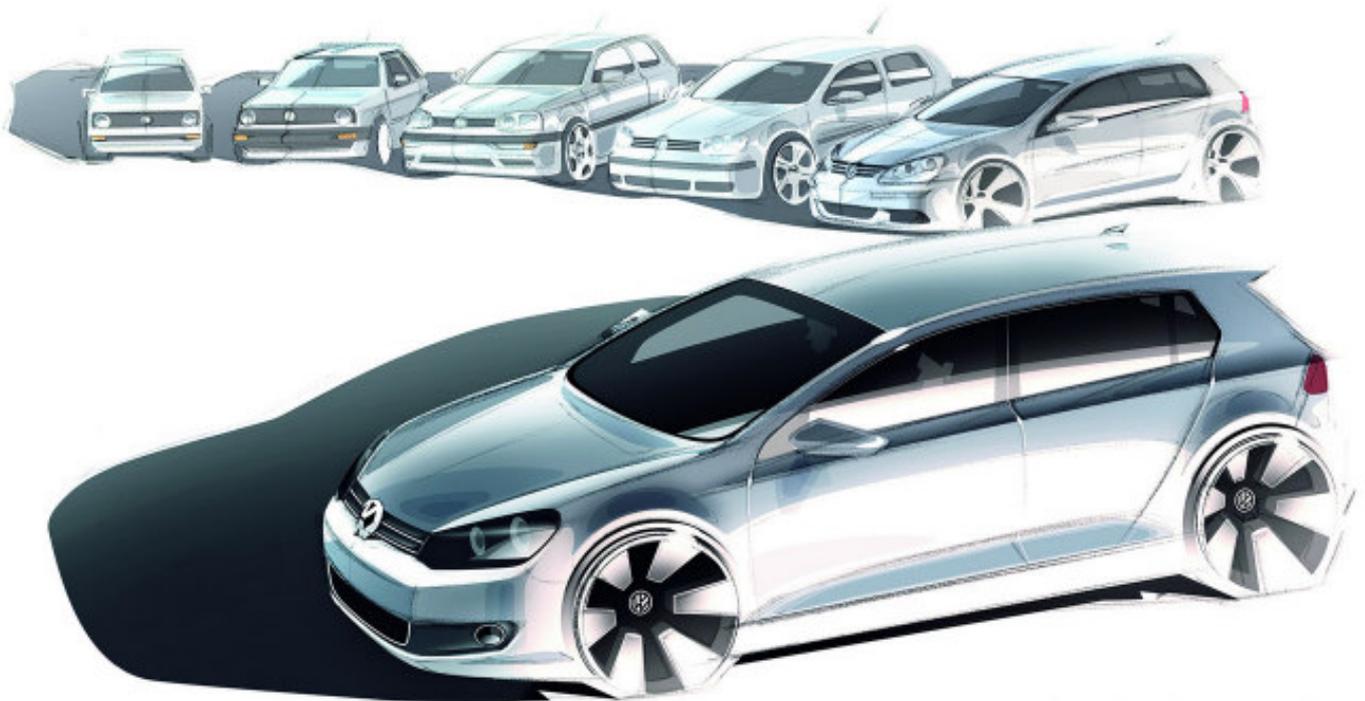
We took the old Hume Highway across Razorback to Camden, Narellan and Leppington. Then we turned off and drove past the Catholic Club. However it was really busy because a circus was in town and using their grounds.

Luckily, Flat Four were really well prepared and were able to organise an alternative finishing spot, just across the road at Powell Sports Park.

Flat Four had the ground kiosk open, and they soon had their barbecue going. We parked our VWs just as it was getting dark, and we spent a further hour chatting happily with the smell of BBQ sausages and onions drifting across the gathering.

For a first Supercruise, it was a fantastic day and the rainy weather didn't spoil it. The roads chosen were very scenic and relatively uncrowded, and it was a fun day. We hope there will be more cruises like this!

Lily and Phil Matthews



## Italian accents at VW.

When Walter de'Silva, design director of the Volkswagen Group, unexpectedly broke into Italian while speaking to the press at the Detroit auto show in January, it was a sign. As he did when he was at Audi, Mr. de'Silva would be giving a more romantic look to the Teutonic geometry of Volkswagen.



The design language Mr. de'Silva is bringing to VW could be seen recently at the New York auto show, in the form of a redesigned Golf and its sportier derivative, the Golf GTI. Both cars go on sale in the United States in late 2009.

The change of direction came suddenly, when Martin Winterkorn was made chairman of VW's management board in January 2007. To add consistency and boldness to the company's products, he brought in Mr. de'Silva, the son of an architect, born outside Milan, who had won respect for his reinvention of Audi's design and for his earlier work at SEAT, VW's Spanish subsidiary, and at Alfa Romeo.

Mr. de'Silva laid out the elements of Audi's recent design language with a show car called the Nuvolari in 2003. Those elements included an upright grille, inspired by the giant Auto Union racecars from the 1930s, and now seen on Audis like the A5 and S5 Cabriolets that made their United States debuts here last month.

In taking over the design chief post from Murat Gunak, who had trained as a designer of theatre and opera sets before working at Peugeot and Mercedes-Benz, Mr. de'Silva pushed the restart button. He decreed, in effect, that VW design would proceed as if Mr. Gunak's contributions — which included large chrome bibs on the faces of Jettas and Passats — had never happened.

Mr. de'Silva halted development of four major models, including the Golf, the Scirocco sport coupe, the Tiguan crossover and the four-door Passat coupe that became the CC — the last car just two weeks before it was to be shown to the public. "We will create the iconic cars of the future," he boldly stated.

Among his responsibilities, Mr. de'Silva supervises design for other brands of the VW Group, including Bentley and Lamborghini. He picked Klaus Bischoff to supervise the design of Volkswagen-brand vehicles directly, and brought in Flavio Manzoni, who had worked for him at SEAT and served at Fiat.

The new look, which first emerged in a design study called the Up! that was introduced in September 2007, "reshuffles the company's historical design DNA," Mr. Bischoff said in an interview at the auto show. It was the first of the so-called New Small Car family. The Up! was conceived as a restatement of the Beetle for the new millennium.

The new corporate face was rendered in the new Scirocco design; the CC lost a homely egg-crate grille.

The Golf shows the new VW face, with a low air intake and a thin upper grille. It has a more pronounced,



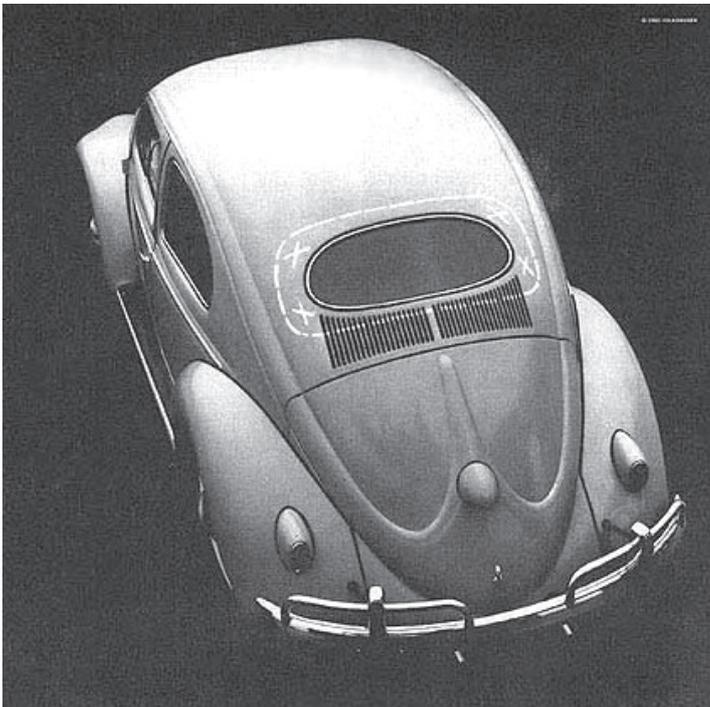
angular high shoulder and character line to give it a lower and wider look. The shapes are fuller and angled.

This is the sixth generation of the Golf. Each new generation at first seems little different from its predecessor — except when seen side by side.

Under Hartmut Warkuss, its design director until 2003, Volkswagen styling celebrated its Teutonic origins and the spare modernist tradition expressed in Braun radios and coffee makers, reference points for the neomodern simplicity of the iPod. Freeman Thomas and J Mays, now both with Ford, worked under Mr. Warkuss. “He used to say, ‘Put a little more Braun in it,’” Mr. Thomas said.

But the same language can seem cold and impersonal. Mr. Bischoff said that cars need more expressiveness.

Volkswagen has a history of going to Italians when it wanted to improve its design. In 1949 the company talked to Pininfarina about redesigning the Beetle. An advertisement Volkswagen ran in 1960 declared: “Some time ago we called in a world famous Italian body designer and asked him what changes he would recommend in the design of the Volkswagen.” The only suggestion was to enlarge the car’s rear window.



The famous Italian designer suggested one change.

Just because the appearance of the Volkswagen doesn't change from year to year, don't think we take it for granted.

Some time ago, we called in a world-famous Italian body designer and we asked him what changes he would recommend in the design of the Volkswagen.

He studied it and studied it. Then he said, "Make the rear window larger."

"That's all?"

"That's all."

We did, starting with the '58 VW.

The Volkswagen is never changed to make it different. Only to make it better.

Changes take place throughout the year.

19 functional improvements have been made in the 1960 VW so far; improvements in handling, in ride, in durability. But your eye

wouldn't detect these changes unless we pointed them out. A nice Volkswagen touch is that most of the new parts are interchangeable; they can also be used on previous-year VWs.

We think the Volkswagen approach to automobile design makes sense. It might even turn out to be the most advanced styling idea of all.



When it wanted to build a sportier car based on the Beetle, Volkswagen hired the Italian coachbuilder Ghia, producing the Karmann Ghia. And ultimately to succeed the Beetle it went to Giorgetto Giugiaro, whose memorable designs include the Maserati Ghibli and the DeLorean DMC-12. The result was the original Golf of 1974, which established the shape of the quintessential front-drive econobox.

At the United States debut of the Golf and Golf GTI recently, Stefan Jacoby, the president and chief executive of Volkswagen of America, said that because the first Golf was designed by an Italian, the company once again turned to an Italian designer, Mr. de'Silva, for the new generation. He called the design “simple, universal and unmistakable.”

The first-generation Golf was succeeded by new models that maintained the characteristic form through a steady evolution. The current model, shown in Paris last October, went on sale in Europe in January. The six generations of the Golf have, cumulatively, easily outsold the Beetle — in all, more than 26 million Golfs.

The face of Mr. Giugiaro’s original generation serves as inspiration for the latest car, Mr. Bischoff said. The fourth generation provided the pattern for the rear or C-pillar shape. The designers tried to take the best elements of earlier versions of the car.

Volkswagen is riding comparatively high these days, with less of a sales decline than some of its Japanese or American rivals. It is building a new factory in Chattanooga, Tennessee., that Mr. Jacoby said would create 2,000 jobs.

Many visitors to the auto show won't see much different in the Golf, or in the GTI, which is the fun model with a turbocharged engine, black and red honeycomb grille and telephone-dial wheels.



The new design language is spoken more fluently in the Concept BlueSport, which Mr. de'Silva was introducing to the public in his flurry of Italian in Detroit. The compact diesel-powered Roadster rehabilitates other elements of VW's past designs. Those elements include the toylike geometries seen on the New Beetle as well as details like bold projecting fenders and the front-rear symmetry of headlights and taillights that are quite similar in size.

It accents the new language with humour, but the goal is the same as with the Golf. Mr. Manzoni's phrase for the ideal works as well in English as in Italian: “clear design for a complex world.”

The New York Times

# The Diesel Beetle.

How many VW fans can give the correct date for Volkswagen's first effort in fitting a diesel engine to a car? The Golf Diesel of late 1976, you say? Well, the answer is that the Golf came a full quarter-century after the fact.



Volkswagen actually commissioned an air-cooled, flat-four Beetle-based diesel from its regular future projects supplier, Porsche, way back in 1951. This was given Project Number 508, and carried on to making one test vehicle and two test engines. The project even provided vital strength data for Porsche's own 1.3/1.5-litre crankcase, but it would be 1981 before the public learned about this decidedly different VW engine. Among those 21 million-plus Beetles, only one was destined to be a diesel.

Whoever talks about the Beetle today means the Beetle as it was and as it always will be. Changes to the Beetle were never really of a fundamental nature. The reason for this 'staying with what was available' was certainly a sound one. A whole team of designers was working for years on trying to find better solutions for the individual details of the Beetle. The fact that the engine, the throttled four-cylinder boxer motor, also came into consideration for this type of operation on numerous occasions is well known.

From Stuttgart-Zuffenhausen, from the designers around the 'Beetle Maker' Karl Rabe at Porsche, came suggestions to fit out a Beetle with a four-cylinder diesel motor as an experiment in 1953. Impetus for the decision came from the very low diesel prices of 1951, as well as Korean War-related shortages of petrol.

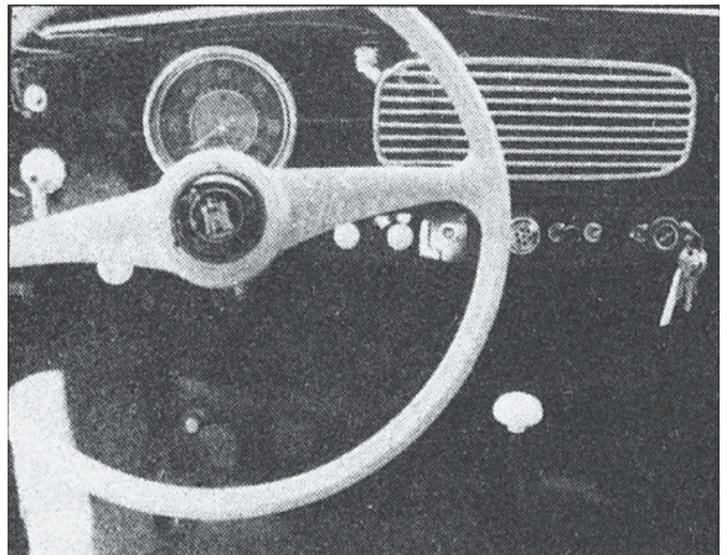
The motor was built in exactly the same way as Volkswagen's famous petrol engine. Each pair of cylinders stood opposite each other, inlet air came from above and exhaust gases were drawn from the side of each cylinder. A fan, along with internal oil cooler, provided for the cooling. In order to achieve an output of 19 kW in spite of the low specific power of diesels, the displacement was increased to 1290cc (74.5 x 74mm). With its compression ratio of 19:1, typical of diesel engines, the swirl chamber diesel reached the required 19kW at 3100rpm on the test bench, with a maximum engine speed of 3300rpm. The weight penalty was only an extra 25 kg.

Viewed from the outside only, this compression-ignition Beetle was practically identical to its spark-fired brother. Only a couple of extra switches on the dashboard, and a pre-warming glow lamp just to the right of the steering wheel, indicated that something was different. But anyone who opened the engine lid found out. The ignition coil, normally dominant on the left, the fuel pump and the distributor were no longer there. In their place was the huge, unmistakable Bosch injection pump, steel tubes leading to the fuel injectors, and in place of the spark plugs were some rather large glow plugs.

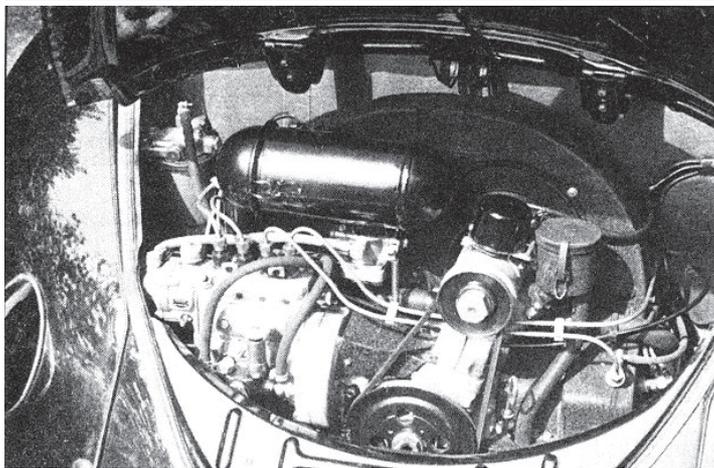
Even clearer was the difference upon starting. Anyone near this exotic motor when it fired up was instantly enveloped in evil-smelling diesel smoke. Only an ear-splitting clatter indicated the direction where the car was presumably to be found. Although this cold rattle went away somewhat after a while, it remains the noise of a truck. Inside the noise was considerably quieter than behind the car, where it made all conversation impossible.

Various Porsche workers drove the prototype diesel Beetle about 25,000 km in normal day-to-day running, which included the novelty of pulling up to diesel pumps and watching the attendant's jaw drop. The drivers noticed an improvement in consumption, down to around 7.5 L/100 km in normal running compared with a normal Beetle's 9.5 L/100 km. The extra weight penalty of 25 kg did impact on performance, but the normal Beetle of the day wasn't much peppier. The Diesel Beetle could reach 24-48-72 km/h in the gears and wind out to 108 km/h in top with a favourable tail wind. Porsche recorded an even 60 seconds for 0-100 km/h.

Even so, Porsche engineers still wonder about the thoughts of the person who stole the world's only Diesel Beetle from a town parking spot during testing. Despite a long wait for the pre-warming, and the curious fuel needs, the thief drove it all the way to Switzerland before abandoning his smoky, noisy and obviously odd steed.



Why Volkswagen didn't follow up this Porsche design any further cannot be ascertained with any certainty today, but certainly VW boss Heinz Nordhoff had visited the USA and came home convinced that Americans would never drive automobiles that rattled on idle and produced little perceptible power. Another reason was the lack of control over small quantities of fuel, as is necessary with cylinder



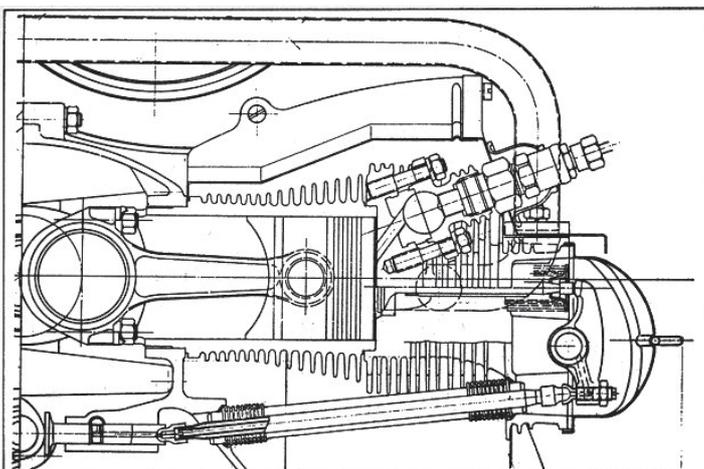
units of only about 300cc. In any case, Porsche Project 502 became another of many designs for VW that was put into a back drawer.

Over the intervening years, the original prototype, and the two engines, went missing at some stage. They had probably been scrapped years ago. But for the Porsche AG 50th birthday celebrations in 1981, the Porsche Company decided to build a replica of the Diesel Beetle. Development boss Helmuth Bott had driven the original prototype in 1951, and decided to commission a modern replica to show a facet of Porsche's engineering history. He allocated DM50,000 to the project and called in Porsche's head of engine design in Weissach, Robert Binder, to recreate the Diesel Beetle. This was no coincidence - Binder had designed the original Diesel Beetle engine thirty years earlier.

To recreate the Diesel Beetle in 1981 took a design team and a computer, but even so it was almost as tricky as it had been in 1951. No test reports had survived, and there were very few drawings. Binder drew largely on various memories and the shop skills of his development team. The two original engines (and the original car) had long been lost, but at least Bosch found a proper injection pump in its own museum. Mahle cast some special 22:1 pistons.

Porsche uncovered a three-piece crankcase at a dealer, since the stronger bottom end as used on the 356 had formed the basis of the Diesel Beetle too. That gave larger and stronger bearings. They needed new specially made heads and new seals, but VW cooling proved sufficient for even diesel thermal characteristics.

Porsche put its reincarnated engine into a Beetle of the appropriate age from the works collection, finished the detailed fitting and fired it up. Both the smoke and noise



were all too evident, if not overwhelming, and very authentic! Few would have been tempted to fit a radio with all that clatter in the back.

The re-born Diesel Beetle played a popular part in Porsche's birthday celebrations, and it appeared at a number of historic Porsche and VW shows over the following summers, including an appearance at Bad Camberg in 1983 and 1987, and occasionally since. Porsche maintains the car in running condition, and it can be seen today at the Porsche Museum in Stuttgart.

Jerry Sloniger and Rod Young

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## Saturn V – how many Volkswagens?

Amazingly, this month it is forty years since the first Apollo moon landing. It has often been said that NASA's Apollo moon project of the 1960s and 1970s was perhaps humanity's greatest ever achievement. The sheer scope of walking on the moon, and the technology and planning and sheer doing that made it possible, simply boggles the mind. We can all be very proud of what was achieved.

1968 was a terrible year in many ways; the Vietnam war, conscription, student riots, civil unrest, the assassinations of Bobby Kennedy, and Martin Luther King. Yet Borman, Lovell and Anders became the first humans to leave Earth entirely, when Apollo 8 circled the moon 10 times at Christmas 1968. First to another world; furthest ever from Earth; fastest and highest ever travelled. Their famous photo of our tiny blue Earth rising over the barren lunar surface showed how precious our world is. On their return, Frank Borman received a telegram from an anonymous fan – "Thank you, Apollo 8 saved 1968." Not even the VW Beetle's 12-volts, 1500cc engine and front disc brakes could do that.



The landing of Apollo 11 only seven months later was a landmark in world history. NASA had planned nine more missions, up to Apollo 20, but Nixon's budget cuts cancelled the last three (some hardware was later used to build and launch Skylab). Nonetheless, five more missions went back to the moon, each one longer, more complicated and more rewarding, until the project ended with Apollo 17 in 1972. Commander Gene Cernan was the last man to walk on the moon – so far.

The rocket that blasted each Apollo mission to the moon was the 3-stage Saturn V (pronounced 'Saturn Five'), designed by a team led by former German WW2 rocket scientist Dr Wernher von Braun, and built by Boeing, North American and Douglas Aviation. Even 35 years after the last launch, the Saturn V is an incredible piece of engineering.



Even today, it is the tallest, heaviest and most powerful rocket ever built. It could carry more payload to orbit than any other rocket, before or since. It contained over three million parts, all of which worked perfectly over 13 launches. Amazingly, it remains the most powerful machine, of any kind, ever built by human beings.

The pure statistics of the Saturn V are beyond comprehension. NASA was keen to tell the public all about their wonderful machine, but such was the sheer scale of the mighty Saturn V that the numbers were meaningless. NASA had to turn to comparison with more familiar objects and scenarios to help us understand. For example, the Saturn is twenty metres taller than the pylons of the Sydney Harbour Bridge, and less than a metre shorter than London's St Paul's Cathedral. The Saturn used ten times more fuel *in one second* than Charles Lindbergh did flying all the way from New York to Paris in 33 hours in 1927.

The Boeing 707 was a useful machine to compare with the Saturn V, as everyone knew the space-age jetliner in the late 1960s. The Saturn V was more than twice as long and twenty times as heavy as a fully laden 707. The Saturn V carried enough kerosene to fill ten long-range 707s, or enough fuel for one 707 to circumnavigate the world twice (which the Saturn burned in only two and a half minutes). Even the giant 747, which appeared in 1970, could not compare. The Saturn V was half as long again and more than nine times heavier than a fully laden 747, and it produced more thrust than 40 B747s. Each Saturn F-1 engine was 35 times more powerful than a B747 engine.

A really useful tool that NASA used quite a lot in the 1960s was using the Volkswagen Beetle as a yardstick against the moon rocket. 1968 had been Volkswagen's best-selling year in the USA, so the general public was very familiar with the VW and what it could do. NASA reported, for example, that the Apollo Lunar Module had about as much room inside as a Volkswagen. Let's have another look at more comparisons between the VW and the Saturn V. We'll use a 1968 1500cc VW Beetle here, which was 4065 mm long, weighed 875 kg, produced 50 bhp SAE, had a maximum speed of 128 km/h and used 10.5 litres per 100 km.

At takeoff the Saturn V stood 110 metres tall, as long as 27 Volkswagens parked nose to tail, or 73 Volkswagens stacked one on top of another. The Saturn weighed 3,040 tonnes, as much as 3,475 Volkswagens. The Saturn's five main engines together produced 35 million Newtons of thrust – the equivalent of about 160 million horsepower, or as much as 3 million Volkswagens. It could carry over 140 tonnes into orbit (160 Volkswagens), and 47 tonnes (53 Volkswagens) all the way to the moon.

The Space Shuttle is only two-thirds as tall, three-quarters the weight and has only 85% as much power. The Shuttle can only carry 28 tonnes of payload into orbit. Even if you count the Shuttle orbiter itself as payload, the total is only 112 tonnes. The Russian Energia rocket of the 1980s had a similar thrust to the Saturn V, but was smaller and could carry less payload. It also only flew two unmanned test flights – both of which failed, the second in a catastrophic launchpad explosion. The biggest conventional rockets of today only have a fraction of the Saturn V's power. The Atlas V has an orbit payload of 25 tonnes; Delta 4 Heavy about 20 tonnes, and the European Ariane 5 about 15 tonnes.

The Saturn V was a three-stage rocket, which means that it burned one stage at a time until the fuel is used up, then it discarded that stage. That saved having to carry the

dead weight of empty fuel tanks any higher. Then the smaller second stage would fire and burn until it was empty, then it too was cast off. The much smaller third stage took the much reduced ship into orbit, and on the Apollo missions was then used to blast the ship away from orbit and onto the moon – the so-called Trans Lunar Injection burn. The first two stages fell back into the ocean or burned up in the atmosphere, and the third was discarded on the way to the moon.



The Saturn first stage, the S-1C, was the biggest and heaviest. It was a cylinder 42 metres tall and 10 metres in diameter and weighed over 2,000 tonnes, most of which was propellant. The fuel used was RP-1, a very pure version of kerosene that was similar to aviation jet fuel, and the S-1C's tank held 770,000 litres of it, enough to fill up 19,250 Volkswagens. And if a VW could burn kerosene, that much fuel would be enough to drive 7.4 million km. Above the fuel tank was the super-cold liquid oxygen tank, which held 1,204,000 litres. The total propellant was therefore 1,974,000 litres in the first stage, about four-fifths of the volume of a full-sized 8-lane 50 metre Olympic swimming pool. The Saturn would burn all of it in just two and a half minutes.

The S-1C stage used F-1 engines made by Rocketdyne, which even today remain the most powerful liquid-fuel rocket engines ever built. One F-1 engine produced more power than the Space Shuttle's three main engines combined, and the Saturn's S-1C first stage had five of them. Even the fuel pumps are incredible – gas turbine powered, each one produced 55,000 horsepower. Amazingly, a lighter and much improved F-1A engine was designed and ground-tested, and it had even more power (35% more!) but due to the cancellation of the Apollo project in the early 1970s it never flew.

The five F-1 main engines were arranged in a cross. The first engine in the centre was lit with the countdown at –8 seconds, with the others in pairs 0.3 second apart. It took the engines until –1 to fully spool up, when the whole 3,000-tonne rocket was restrained by metal pins that withdrew at Zero. Now at full power, it was consuming propellant at the rate of 18,000 litres (14.4 tonnes) per second, and producing 120 million kilowatts of pure power. The thunderous roar of the engines could be heard more than 100 km away, and the rocket was suspended on a gigantic ball of flame.



It took the heavy Saturn V 12 seconds to clear the tower, but it accelerated quickly and was supersonic within 40 seconds, blasting up through the atmosphere on a great column of fire hundreds of metres long. As the fuel was burned the Saturn got lighter and the rate of acceleration increased. First 2G, then 3G. The computer shut down the centre engine 15 seconds before staging to reduce frame stress (the F-1 could not be throttled), but even on four engines the acceleration climbed even higher, crushing the astronauts into their couches.

Only 150 seconds after liftoff and now touching  $4\frac{1}{2}$ G acceleration, the Saturn was 62 km high (204,000 ft), 270 km downrange and travelling at 9,920 km/h. The computer automatically shut down the other four engines, and explosive bolts separated the stage 0.6 seconds later. The used S-1C stage did not fall down straight away, but like a ball thrown high it continued to arc upwards to 68 km before a long fall back into the Atlantic Ocean nearly 600 km out from the launch pad.



Meanwhile the S-II second stage was lit four seconds after staging. It was also a 10-metre wide cylinder but shorter than the first stage at only 25 metres long. It was not fuelled by kerosene, but by super-cooled liquid hydrogen, a very light fuel that has more energy per unit mass than any other fuel. However, it has a low energy/volume ratio and is much more difficult to store, requiring very expensive and complex  $-250$  deg C cryogenic tanks. Together with a liquid oxygen tank, the S-II stage contained 466,500 kg of propellant, which was 97% of the mass of the whole stage – only 14,400 kg was hardware.

The S-II stage also had five engines, much smaller J-2 liquid hydrogen engines that produced 5 million Newtons thrust altogether, only a seventh of the thrust of the giant

first stage, but the rocket was now less than a third of its takeoff weight. The second stage burned for six minutes, lifting the Saturn to 175 km and boosting the speed up to 25,100 km/h, close to orbital velocity. The empty S-II stage was then released, eventually falling into the Indian Ocean some 4,500 km from the launch site.

The third stage of the Saturn V, called the S-IVB, was then fired. It was much smaller, only 6.6 metres across and 17.8 metres long and contained 301,700 litres of propellant, liquid hydrogen and oxygen. It had just one J-2 engine, which was burned for a further  $2\frac{1}{2}$  minutes to boost speed up to 28,100 km/h and place the ship in orbit. Only 12 minutes after liftoff, the ship was 180 km high and 2,300 km downrange from the launch site. With the engine shut down, the ship was coasting safely in orbit, with one circuit of the world taking 85 minutes. After a couple of orbits to check out the systems, the S-IVB was then fired a second time to lift the ship out of orbit and onwards to the moon. This took a burn of around six minutes, lifting the speed to the needed Earth escape velocity of 39,100 km/h, after which the engine shut down. The stage separated, the Command Module docked with the Lunar Module and went on to the moon. After Apollo 12 the spent S-IVB stage was targeted to hit the lunar surface, but earlier ones went into orbit around the Sun. Apollo 12's S-IVB stage was rediscovered as a suspected asteroid in 2002, and given the name J002E3.

Only 15 Saturn V rockets were built. Two were used in un-manned tests to low Earth orbit (Apollo 4 and 6), and one manned (Apollo 9). Three went to the moon but did not land (Apollo 8, 10 and 13), while six did land (Apollo 11, 12, 14, 15, 16 and 17). The last one to fly was used to launch the Skylab space station in 1973. All Saturns performed faultlessly. The last two were intended for Apollo 18/19 but were not used. They can both be seen today, one at the Kennedy Space Centre in Florida, and the other at the Johnson Space Centre in Houston. The US Space Centre at Huntsville, Alabama, has a number of additional Saturn V



test stages never intended for flight, plus a full-scale upright model of a Saturn V that is visible from miles around. NASA keeps all the blueprints and plans of the Saturn V on microfiche at the adjoining Marshall Space Centre.

Over nearly ten years the Saturn V cost \$US6.5 billion in total to develop and build. NASA's biggest-ever budget year was 1966, when the Surveyor and Gemini missions were underway and work on Apollo and the Saturn V was in full swing. The US Government funded NASA to the tune of \$4.5 billion that year, some 0.5% of the GDP of the entire United States. Some have criticised the space program as a waste of money, but in that one same year (1966) the US Government spent \$63.5 billion on the military – some 7% of the US GDP. That's enough money to buy, at retail prices, every single brand-new air-cooled Volkswagen Beetle, Bus and Type 3 ever made.

The returning Apollo 10 moonship of 1969 still holds the record for the fastest speed ever travelled by humans – 39,897 km/h, or 11,082 metres per second – nearly 312 times faster than the top speed of a Volkswagen.



It's ugly, but it gets you there.



## Karmann - A Short History.

Karmann GmbH, of Osnabrück, West Germany, was much more than the Volkswagen 'Special Vehicles Division'. It is an independent company with a proud history stretching back nearly 120 years. Today, as in the past, they are makers of fine automobile bodies for a number of European manufacturers, and of tools, dies, and parts for many others. Karmann is the largest independent motor vehicle company in Germany.



In 1901 Wilhelm Karmann purchased Klases, a coach-building firm established in 1874, and immediately renamed it after himself. Car body building began the next year and soon production was converted entirely to motor bodies. By the outbreak of World War 1, Karmann were making bodies for Opel, Minerva and F.N. A great proportion of these were convertibles. Such cars are never in large demand in times of war, and so further growth was naturally slow until the post-war German economy stabilised in 1921. In this year, a large order was received from the AGA motor company, which required an expansion of the plant. Throughout the twenties the firm became more successful as each year passed, as other car manufacturers engaged Karmann to build bodies for them.

Wilhelm Karmann, like many other German industrialists of the time, travelled to the United States to inspect and learn the latest methods of production. Until this time, Karmann bodies were built in the old fashioned way by covering a wooden framework with sheet steel.

The Great Depression of 1929 sent most of Karmann's customers to the wall, but the company was saved by a business relationship with the Adler motor company. Adler convertibles of this period were renowned for their beautifully made leak-proof roofs. In 1931, Karmann began to build Model A convertibles for Ford. (It was interesting to read in the motoring press that Ford Australia approached "...a West German specialist..." when it had a problem with water leaks during design of its Capri top in the early 1990s.)

By World War 2 the plant employed over 600 people. Little is known about what the factory produced during the war, but as it was almost totally destroyed by Allied bombing, one can only assume it was armaments. The newly completed KdF plant at Wolfsburg made everything from

stoves to aircraft sections to V1 flying bombs, so things were probably little different at Osnabrück.

After the war, events were again similar to those at Wolfsburg. The British occupied what was left of the plant for use as a repair unit. Rebuilding was slow as demand for special bodied motor vehicles was again non-existent. Tools, dies and body sections for more utilitarian vehicles became the company forte until Volkswagen approached them in 1948. This still represents two thirds of the company's turnover, with tooling having been supplied at one time or another to many European manufacturers including VW, Mercedes-Benz, Renault, Ford (Europe and US), BMW, Saab and British Leyland.

In 1946 the Hebmuller and Karmann companies were each engaged by Volkswagen to construct open top cars based on the Beetle; Hebmuller a two seater and Karmann a four seater. Volkswagen approved both prototypes and ordered 2,000 Hebmullers and 1,000 Karmann cabriolets. From these figures, the Hebmuller was expected to be the bigger seller but, as is well known, a fire destroyed the Hebmuller factory only a month after production began in 1949. Only about 700 were ever completed with the factory struggling to rebuild on the payout from its inadequate insurance. At least a dozen Hebmullers were known to have been completed by Karmann after Hebmuller finally succumbed to bankruptcy in 1952.

The Karmann design fared much better. Production began in September 1949 on the brand new 'Export' Beetle chassis. The first order was filled by April 1950, and VW ordered more. 10,000 were produced by August 1950 and the car's place in an expanding VW range was now secure. 1949 Cabriolets are considered rarer than 1949 Hebmullers!



The Karmann Beetle cabriolet used the chassis, nose section, mudguards and front and rear lids supplied by Wolfsburg, with the rest being fabricated by Karmann. The reinforcement rails required due to the lack of a turret section were incorporated into the body below the heater channels. They were not part of the chassis. The cars were largely hand made and it has been said that no two were entirely the same, in that the body was built in two halves, a front and a rear, manoeuvring each on the floor pan to achieve the best door gap before welding the two halves of the body together.

As the Beetle evolved, so did the convertible. It was considerably dearer than the sedan and was always a 'deluxe' model with the most powerful engine in the range. About 331,850 were made until the model was discontinued on the

10th January 1980, the very last of the Beetle models to be produced in Germany. The production figure represented the most number of convertibles of any one type made by any company, up to that time.



Karmann also designed and built the Cabriolet version of the Golf, which went into production in 1979. The Golf Cabrio was even more popular than the Beetle Cabrio was, with sales of the Mk1 version alone reaching 388,500 by 1993 – beating the Beetle Cabrio's record. Another 212,000 Golf Mk3 Cabrios were built before the model was discontinued in 2001, making the Golf Cabrio the biggest-selling Cabriolet of all time, with 600,500 sales.

Wilhelm Karmann died in 1952 at the age of 88 and was succeeded by his son Wilhelm jnr. The younger Karmann, a highly qualified engineer, was good friends with an Italian by the name of Luigi Segre, who was owner and chief stylist of Carrozzeria Ghia of Turin. Volkswagen had earlier asked Karmann to design a sports car on the Beetle chassis but had rejected some of the prototypes put to them. Wilhelm had casually mentioned this to Segre, who had some ideas of his own. Without the knowledge of either Karmann or Volkswagen, Segre procured a standard Beetle, removed its body, and built on it a design study. It was shown to a surprised Wilhelm Karmann a year later (1953).

Karmann arranged for Dr. Nordhoff and his vice-president Dr. Feuereisen to inspect the car. Both were highly impressed, and production prototypes were soon ordered and built. The chassis had to be widened at the front on the four or five test cars and this feature carried over into the production version. The car was launched in mid-1955 and was an instant world sensation. The Karmann Ghia was born.

The Karmann Ghia, while certainly not the first small two-door coupe, popularised the body style. Soon there were

**Deep down inside,  
it's a Volkswagen.**



**Karmann Ghia**

the inevitable imitators. One has only to look at such cars as the Renault Floride/Caravelle coupe and convertible of the late '50s and early '60s to see evidence of this. This car was another rear-engined swing axle design. It had evolved from the original 4CV 750 Renault, a prototype of which Dr. Porsche was said to at least have 'advised' on when he was a prisoner of the French after the war.

During the initial period of Karmann Ghia production, Karmann GmbH surprisingly had no presses large enough to bend the sections for the Ghia body. The body was therefore hand-welded from many smaller pieces. Anyone who has done a bare metal restoration even on a later Ghia will tell you that there are welds in some very unlikely places!

The lower frontal area of the coupe enabled the heavier car to reach a higher top speed more economically than a 36-hp Beetle, but acceleration was even slower due to the heavier weight. The convertible version, which followed in 1956, was an in-house modification of the coupe design. These earlier coupes and convertibles are very beautiful cars, and very, very rare.

The Karmann Ghia range was face-lifted in 1958. The 'nostrils' were reshaped and the taillights enlarged. The headlights were also raised slightly, and right hand drive models were introduced. From this point on, the range was slightly more 'mass produced'.



The Ghia received chassis and engine improvements in line with the Beetle until it was discontinued in 1974, looking hardly any different to the 1958 version. After 362,600 hard-top coupes and some 80,800 Cabriolets, the Ghia's place on the production floor at Osnabrück was taken by the new Scirocco.

A Karmann Ghia version of the Type 3 was built from 1961. The styling is loved by some but hated by others. Let's just say that it does not have the universal appeal of the Type 1 cars. They were, however, fine motorcars, with very respectable performance for a car of this time. The model evolved alongside the other Type 3 models until 1969, when it achieved the dubious honour of becoming the first model ever dropped from the VW range. Only 42,500 were ever made. A Cabriolet version was built as a prototype, but never made it to production. The VW-Porsche 914 took the place of the Type 3 Ghia on the line at Karmann, and was made until 1976, with a production of 110,000. The six-cylinder versions of the 914 were made at Porsche, not Karmann.

In 1960, Karmann established a branch factory in Brasil, at Sao Bernardo do Campo. At first assembling the Type 1 Ghia coupe from CKD kits from Germany, this plant later produced models of their own design. These were known as the TC Karmann Ghia.

Throughout the '60s and '70s Karmann put many proposals to VW for a Ghia replacement, but none saw the light of day. Some of these designs were extremely good looking cars, such as the Ital-designed Cheetah of 1971.



Karmann also made campervan versions of the VW Transporter. The Karmann Gypsy was introduced on the T2 in 1974, and continued with an updated version on the T3 Transporter in 1979. Approximately 1000 T2 campers were built, and just under 800 T3 versions (including several dozen Syncro 4WD versions) up to 1993. A camper version of the T4 appeared in 1996, and the T5 in 2003, but these have not had the market recognition of VW's own factory campers, such as the T5 Californian.



The sporty Mk1 Scirocco, the 'sister' of the Golf, was made at Karmann from 1974 to 1981, and over 501,100 examples were built, the biggest-selling single model ever made by Karmann. The larger and sleeker Mk2 Scirocco took over in 1981 and was made until 1992, selling 291,400 examples. Volkswagen also experimented with a more exclusive, upmarket coupe, and Karmann was contracted to build the VW Corrado in 1988. It was not as popular, and when production ended in 1995 only 97,500 had been built. Another VW that was made by Karmann for a short period was the Golf Mk3 station wagon – the Variant – made from 1997 to 1999.

Karmann also made the Audi 80 Cabriolet from 1997 to 2000, and its replacement the Audi A4 Cabriolet, up to the present day.

The Carrozzeria Ghia company was purchased by de Tomaso in 1967, but he could not manage the Ghia concern profitably, and in 1971 began selling his shares in Ghia to the Ford Motor Company. Ford took complete ownership in Ghia in 1973, after which the Ghia badge was used as the most 'upmarket' model in the Ford range, including the Fairlane and LTD in Australia. Today Ford seems to be phasing out the 'Ghia' badge, preferring the 'Titanium' badge in Europe instead for their top models.

Karmann, however, is still independently owned, and today has a portfolio of projects for other car makers around the world. Karmann makes the Chrysler Crossfire coupe and convertible, the Mercedes CLK convertible, the Renault Megane CC and some versions of the Land Rover Defender. However Volkswagen has been phasing out their cooperation with Karmann. The Audi A4 Cabrio is the only VW Group car made by Karmann today. Karmann still makes the roof module for the New Beetle cabrio, which is made by VW in Mexico, and for the VW-owned Bentley Continental Convertible for assembly in the UK. VW's open-top car of today, the Golf-based Eos, is made in-house in VW's Portugal factory. The new Scirocco is also made in-house by VW, not by Karmann.

The famous Karmann badge features a wagon wheel, which comes from the coat of arms of Osnabrück, Karmann's home town. While Karmann Ghias were officially sold in Australia from 1959 to 1968, and Golf Cabriolets are reasonably common, the Cabriolet Beetle and Ghias were never sold here. So although their products are rare in this country, Karmann-built Volkswagens represent one of the few things life has to offer that is at once a great investment and loads of fun!

Michael Rochfort.

## Club Veedub Crossword.

### Across:

1. VW's new 'small car' series
3. We all drive one.
8. The 'R-Line' upgrade is now available for this VW
9. The President of Volkswagen America is Frank ...?
12. The country where VW's design boss was born
17. Cabriolet maker now sadly closed down
20. A really good aviation museum in the riverina
21. The world's most famous piano player
22. The very popular visitor centre at Wolfsburg

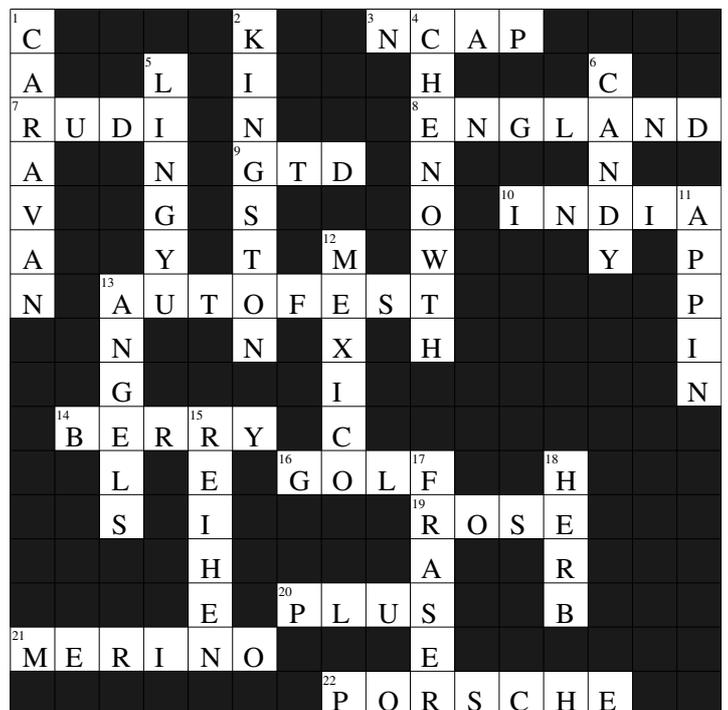
### Down:

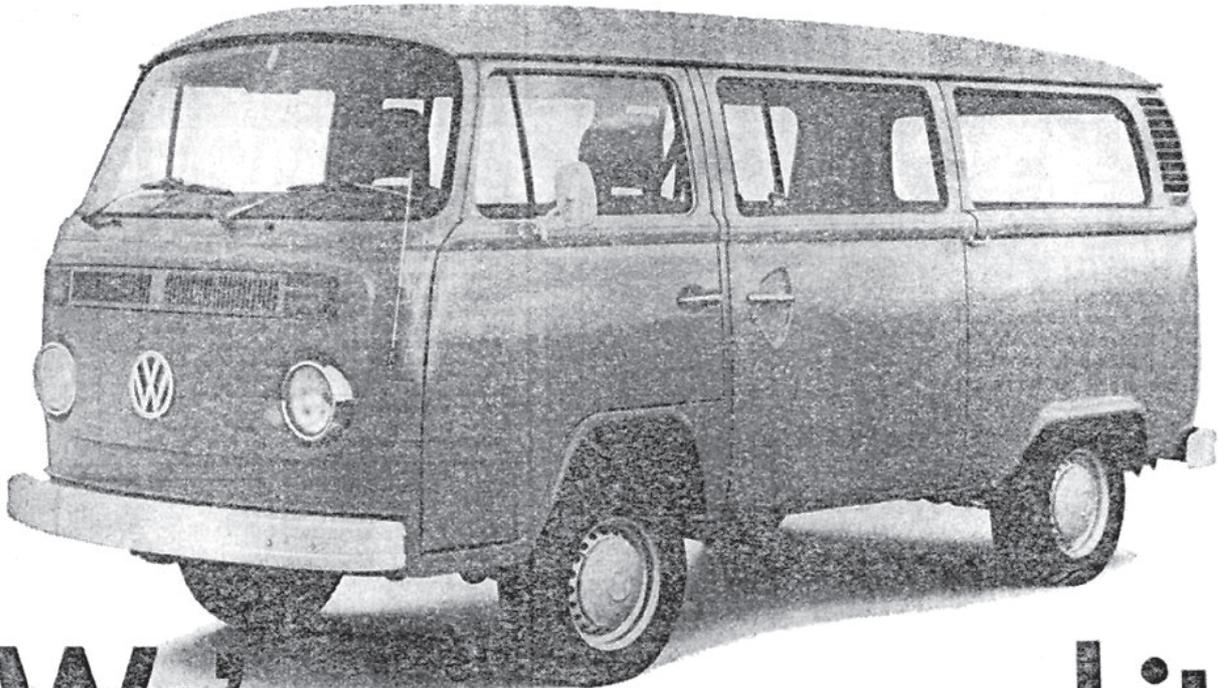
2. The toilet break stop on the Flat 4 Supercruise
4. In August is the Sawtell ...? Break
5. The Kombi Camper conversion made by Karmann
6. The VW Motorkhana will be at HMAS ...?
7. They came second at Le Mans this year
10. The most powerful machine ever built



11. The Italian styling company who worked with Karmann
13. she is standing in the mud at Appin.
14. The hot 'R' version of this coupe is now available
15. Only one VW Beetle was ever made with this engine
16. The new name for the coming VW pickup truck
18. He is racing his VW on this month's cover
19. The missions that went to the moon

## Last month's crossword.





# We've improved it out of all recognition.



For years, we've been improving our old faithful Kombi little by little.

But now, we've made so many improvements you wouldn't know it.

We started with an entirely new body-shell design.

Dare we say it, almost too good-looking to be a Volkswagen.

The windows are 22% bigger.

And our new rear door is now a massive 75% bigger. It reaches down almost to the rear bumper.

Inside you won't recognize us either.

The rear cargo floor is 16.5 cms lower.

Making for much easier loading and more of it. Up to 5.7 cubic metres of anything. (1.1 metric tons.)

And with an extra 13 cms width, the bus version carries eight big people with even greater ease.

To keep you out of trouble, we've fitted fully-independent suspension all round, with rack and pinion steering.

Which gives us handling like a European car (and no other van).

And for nippier manoeuvrability, we've cut 1.8 metres off the turning circle.

Our cabin is more civilised than

before too, with new instruments and seating.

In fact, we've made so many changes for the better, we decided our new 'box' deserved a new name.

It's now called the 'Transporter'.

Some things, though, haven't changed.

We're still the only van in our class to offer an automatic transmission.

And we're still the only van built like a Volkswagen.

One way and another, we think our new Transporter will do what no other van could.

Persuade VW lovers to kiss their old Kombi goodbye.



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The VW King @ Dr Mosha	(02) 9534 1077
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Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
VolksMakin	Vic 0424 313 285
Volkspower	Vic (03) 9808 6777
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Whiz Bang Wear	Qld 0407 550 650
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524



# VOLKSWAGEN

## Group Australia.