

ZETTSCHRIFT

July 2004



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and much more....



**A CLUB VEEDUB SYDNEY PUBLICA-
TION**

Proudly a member of the Council of Motor Clubs



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**Please have respect for the committee
members and their families and only call
during reasonable hours.**

2005 VW Nationals Easter - March: Saturday 26th & Easter Sunday 27th Sydney Australia

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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c\ - 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the

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30th July — 2nd August

Canberra VW Weekend

25th and 26th September

The third annual weekend away in Canberra will run the same format as last year. Cruise and Picnic Saturday from 12 midday Show and Shine Sunday from 8:30 am. Come on down for a fantastic weekend away with other Dub enthusiasts.

Enquiries Steve Crispin - 0419 429 453 or
stevecrispin@hotmail.com

It's on again!

Boris' VW Swap meet & picnic day 2004

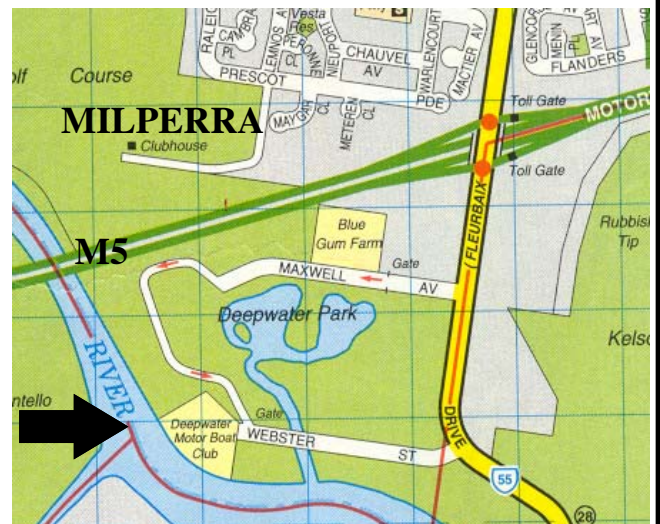
Club VeeDub Sydney Inc.



- ◆ **When:** From 9 am Sunday 19th September 2004
- ◆ **Where:** Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive.
- ◆ Sausage sizzle
- ◆ Swap meet
- ◆ Privateers, clean out your garage
- ◆ Dealers, load up your trailer with your old stock
- ◆ Cars for sale
- ◆ Car display (no judging or trophies)
- ◆ Raffle
- ◆ Bring your VW, come rain, hail or shine
- ◆ Call Boris on (02) 9789 1777 bh for more info
- ◆ General admission, \$5.00/car Swappers \$10.00 (includes general admission).
- ◆ Cars for sale \$10.00 (includes general admission). Fees are charged to offset the cost of ground hire



All proceeds go to Club VeeDub Sydney Inc.



Volksfest South Australia 2004 Tour

Club Vee Dub Sydney has been invited to attend the Volksfest 2004 to be held at Glenelg in South Australia. We have made some enquires with a specialist tour Coach Operator and have come up with a great deal that will allow Club Vee Dub Members and hopefully other VW club members the opportunity to travel to South Australia to take in Volksfest 2004. Don't miss this opportunity to travel to South Australia in an air-conditioned Coach to partake in what is looming to be a great VW show and Shine and VW drags weekend.

To ensure that you get a firm booking on this trip, please contact Dave Birchall with your cheque for \$100.00 per person by the 1st of September 2004. Book early to avoid disappointment.

Date November 5th, 6th, 7th and 8th 2004

Location :- Glenelg, Adelaide South Australia

Depart :- Greyhound Social Club, 140 Rookwood Road, Yagoona, all vehicles can be parked at rear of club in lockup area. TBA

Departure time:- 8.00 am Friday morning November 5th

Club Vee Dub Sydney is organising a coach tour, to visit the Volksfest VW show in Adelaide, held by the Volks Enthusiasts Club of South Australia. The coach can either be a 53 or 46 seater depending on numbers.

This will be a non profit tour and all fees, will be at cost

The coach will have a toilet and video set up, so we can watch movies or you can take in the scenery, the trip will take approximately 17 hours each way, with stops for food.

Coach cost is envisaged at approximately \$100.00 per person. Club Vee Dub members will have the cost of the coach subsidised so the whole weekend could cost as little as \$100.00 per head plus food. This deal is only available to financial members of Club Vee Dub Sydney. Other clubs may be offered limited number of seats if the bus isn't filled Club Vee Dub members.

We envisage arriving in Adelaide late on Friday night, and checking into a motel in the Glenelg area. Cost for motel per person 2 nights share twin including breakfasts for 2 days will be \$ 100.00 per head.

All meals apart from the Motel breakfasts will be at your own cost. Hopefully we can arrange a dinner for our Saturday night TBA if the Drags are not on in evening.

On the Saturday November 6th we intend on going to the Volksfest Drag racing venue, which is north of the city and or have some sort of tour for those that don't want to attend. TBA. Drag racing is possibly in the late afternoon 4.00pm to 11.00pm TBA, so we will be having and outing during the day. TBA

On Sunday morning we will be checking out of the motel and the bus will be taking us all to the Volks Fest VW show, at Colley Reserve, Glenelg. The show starts at 9.00am to 5.00pm TBA. Your free to do any other agenda you like on the day, but make sure your at the VW show at 3.00pm for the coach departure back to Sydney. If you don't make it back by then, have a safe flight. Glenelg is apparently 15 minutes South West of the city on the beach side.

It is presumed that we will depart straight after the trophy presentation, heading back to Sydney, driving through the night and hopefully arriving back at the Greyhound Club by mid day on Monday November 8th

Expressions of Interest and deposit will be required by 1st September 2004

Please call David Birchall

8304-4109 bh
9534-4825 ah

South Australian contacts

David & Rachael O Conner, 08-8271-9103 ah or 0416-202-770

Peter & Adam Debasi 08-8262-7533

Vice Presidents Report

The past months calendar has been full thanks to Joe & Raymond organising what have been two great club outings to the upper Blue Mountains and Picton. Both were a great opportunity to take out those vintage cars and daily drivers out for a blast this winter along with fellow Volkswagen enthusiasts and enjoy the country air.

I decided it was time to take my turbo 59 off the road and store it away for a while (before I was possibly stored away for a while by the state). I have parted with my air-conditioned, power steered, (had great heaters) daily driven Pulsar after 8 years and am back piloting a 1977 Deluxe Microbus every day. My last Kombi was a 1968 single cab pickup, which I bought back in 1994 and drove for quite a few years (which many of you may remember). Back then you would pass and wave to a dozen kombi's daily, it's only now I've noticed how few there are on the road. Is it the lure of late model cars with heaters that don't potentially asphyxiate you when turned on for the first time? Or that many youth of today don't wish to become VW home mechanics on weekends and would rather reach their destination faster in air-conditioned high performance car (more often than not a Japanese import). Or do they just prefer to reach their destination!

How I look forward to summer sitting in bumper-to-bumper traffic with no air conditioning looking down at someone 10 years my junior driving a late model car with air conditioning. With their vehicles windows wound up listening to the stereo and having a pleasant conversation with their partner as I slump over the steering wheel of my Microbus just looking into the distance at where my destination may lie (more than not a spare parts shop.)

Yep remind me why I bought another old Volkswagen, Ah yes the ability to work on a vehicle without needing diagnostic equipment to repair that problem with the ABS or tiptronic one of a kind transmission that more often than not costs more to repair than the actually resale cost of the car. Or the fact that I can drop the

motor out of my old Volkswagen at home on Friday night onto the garage floor and have it rebuilt and back in the car by Sunday night ready for the commute to work on Monday. Or was it that great friends (many I've met from this very club) can give me advice and lend a hand on those hot Sunday afternoons in summer as we try and balance and rock a newly rebuilt motor back into the car using a K-Mart special trolley jack that is leaking and a pair of house bricks, in bare feet with a motor that doesn't seem to want to line up on the gearbox main shaft. I'm sure we've all been there!

Then there's always the excitement in tightening up those four big bolts engine bolts, ancillaries such as fuel and accelerator cables and cranking that engine for the very first time waiting for oil pressure. Then running the cam in at 4000 rpm for five minutes, watching that newly painted exhaust burn and smoke, almost to the point where the neighbours are bringing in their washing in off the clothes line due to the excessive smoke and reaching for their garden hose, thinking you've finally snapped and you've done the inevitable and set fire to that VW after hearing profanities cursed all weekend (such as when you've tightened that last engine case bolt to look down and see half a cam bearing lying on the floor (hmm is that an old or new one- f#\$%^).

But then your finally going for a run down the street for the first time in that car that still may not be complete at 6 o'clock Sunday night (i.e.: no rear tinware or engine lid). Whether you take pleasure in repairing, rebuilding or modifying, if it's Volkswagen and you're a member of this club your never alone. Your interest is something we all enjoy. Owning what is to most just an old Volkswagen!

On that note if you wish to come along to this months meetings and possibly put your hand up to take a place on our committee for the next 12 months we would only be too please to have you along. Remember with this great club of ours you really only get out of it what you put in. The more time you spend at VW gatherings the more time you will chat with others about VW's and more often than not step away every time learning that little bit extra about

something VW which you may not have already known.

Love to see you all there!

Leigh



Club Calendar

July:

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

Sunday 18th:- Porsche Club Supersprint at Wakefield Park, come and see the VW boys having fun with Porsches.

August:

30th July — 2nd August VW Spectacular at Valla Beach.

Thursday 5th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

7th — 8th Shannons Eastern Creek Classic at Eastern Creek Raceway

Thursday 12th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

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

Sunday 21st:- Porsche Club Supersprint at Oran Park, come and see the VW boys having fun with Porsches.

September:

Thursday 9th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

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

Saturday 18th:- Porsche Club Supersprint at Eastern Creek, come and see the VW boys having fun with Porsches.

Sunday 19th:- Boris Picnic day see page 4 for more info.

25th and 26th Canberra VW Weekend. The third annual weekend away in Canberra will run the same format as last year. Cruise and Picnic Saturday from 12 midday Show and Shine Sunday from 8:30 am Come on down for a fantastic weekend away with other Dub enthusiasts Enquiries Steve Crispin - 0419 429

Don't forget the Club VeeDub AGM & monthly meeting
Thursday 15th July:- at the Greyhound Social Club Ltd.,
140 Rookwood Rd., Yagoona (right next to Potts Park).
Come along and get involved in the running of your club.
All welcome. 8:00 p.m

Trade and services directory

453 stevecrispin@hotmail.com

October:

Thursday 7th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 14th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00 p.m.**

Sunday 30th:- All VW Shootout 2004. The Whitlam Centre, Memorial Ave Liverpool. Space is limited so pre entry is advised. For further information please ring Alison 97987829 or Murray 96182205. Presented by the FLAT FOUR VEE DUB CLUB

November:

Thursday 4th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

5th, 6th, 7th and 8th Volksfest South Australia 2004 Tour, see page 6 for more info.

Thursday 11th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

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



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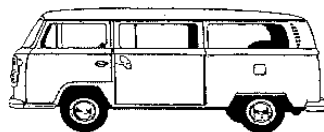
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New location, 19 Hobart Street
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Wanted

Your add in this space.

The cost for 11 months is \$100,
this does not include the annual
VW Nationals program.

Contact Steve on (02) 9153 6782

Sunday 28th: Day of VW Melbourne.

2005

March:

26th & 27th VW Nationals 2005.

For Sales

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members, adds will appear for two months, longer if requested.

In addition to appearing in the club magazine all adds will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for adds can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE; All classifieds will first appear in our club magazine to give our club members a chance to see them, then they will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney Inc. c/- 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- 1989 VW Transporter, 2.1 fuel injected, 5 speed manual, rear engine, water-cooled, windows all around. I have owned this vehicle since new. It needs a gear-box rebuild, the motor is good, the duco is unkempt. Presently unregistered. It is for sale and I would like to see it go to a VW lover rather than end up being wrecked as I believe that it has many more years and kilometres left in it yet. I would keep it and fit a new gear-box myself, but I can't afford to do so and have financial difficulties.

If any of your members might be interested in this vehicle, please feel free to contact me by e-mail or phone me on 0411 196 424 or guardian1@iprimus.com.au

The vehicle is still driveable and the motor is good (battery flat at the moment) and located in Sydney. I am asking \$2,500

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John Walker Lic No. 100

For Sale:- 1969 Volkswagen 1500 Beetle, white with black trim, travelled 163,000 miles, reconditioned engine by reputable VW service organisation, this vehicle is in excellent condition, has always been garaged, very reliable, drives extremely well, registered until January 2005, 4 brand new tyres. Inspection and test drive invited. Asking \$5,000.00 ONO Call 0418 613 394

For Sale:- 1971 VW Superbug for sale with current Victorian plates in running order. Top end of motor replaced 2000 with genuine German parts (pistons, rings, valves and heads) bottom end needs overhaul. Body fair, colour off white. \$350. Contact Kayt 0417 887 973.

For Sale:- 2 x 3 seater bench seats from Kombi \$40. Contact Kayt 0417 887 973.

For Sale :- 1970 VW Beetle, Fully Restored in excellent condition, Red Two Pack Paint, 4 Brand New Yokohama Wide HR Tyres, Deep Dish Mags, Lowered + Kill Switch, 1500 Motor With Twin Carbies, Brand New Custom Interior, Custom Tail Light Body Kit, Radio/Cassette (Detachable face) Complete Full Door Windows, Brand New VW Battery + Brand New Clutch, New Headlight Reflectors Regularly Serviced By Professional VeeDub Mechanic, Spent hundreds on restoring. Regretful Sale \$6,000 ono Ph: (02) 9594 5941 or Mob: 0411 800 247

For Sale:- 1968 Fully imported 1600cc VW Kombi Caravanette, one owner, fully equipped, travelled a genuine 103,000 Km or 62,000 miles, in very good general order, stored away for many years, very dusty. Also included is \$3000-\$4000 of new spare parts for future use if needed. Would suit a matured, long term owner with handyman capabilities, Asking \$4700.00 one Contact Owen in Springwood on (02) 4751 1855

For Sale :- VW Golf Karmann Factory Convertible, 1980 GTI. Needs Restoration, with most parts to repair. Running. Black with White Roof and Factory Alloys, Five Speed. Original GTI. Unrego. Too good to Wreck. \$2000 Negotiable. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

Trade and services directory



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For Sale : VW Golf Mk2 GTI 1.8 16v engine.
Short Block, no manifolds or accessories. UK import, has higher output than Aussie units. \$900 negotiable. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

For Sale :- VW Golf Mk1 Parts. Large Quantity of Engines, Gearboxes, Panels, Trim, Carbys, Seats and heaps of other stuff. Shed Clearout, Cheap Cheap. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

For Sale:- Karmann Ghia 1961, damaged front right guard. 12 months rego mechanically sound with, new disc brakes, adjustable front, gas shocks, stabilizer bars front and back, steering box, front tyres 4 15X5.5 chrome mangel 356 wheels 1 week old, new 1600 pistons, reco. heads, 009 dizzy, 12 volt, easy repair. can be driven call Spiro on 02 99802117

For Sale:- Unfinished Project, 1972 Superbug with lowered roof, all panel work completed and fully resprayed in metallic blue, must see, very unique, most parts available including new rubbers, bumpers etc. Unregistered, must sell, Baby coming, car going. Best Offer over \$2000.00, can email photos. Call Ian on 0425 707 945

For Sale:- 1600cc VW Industrial engines (4 available) circa 1969. These engines are like brand new, Ex army storage and all have less than 25 hours on the clock. Immaculate! Asking \$1200.00 each For more info contact Graham on 0407 072 829

For Sale:- Type 3 Notchback 1964, Pastel Blue, good reconditioned engine (single carb) with 5000 miles on it. it Purrs, Suspension and steering good. Brakes need attention, some oil on rear shoes, Panels straight, slight rust in sill panels, many spares, all original except converted to 12 Volt, Unregistered. This car has been owned by one person for the past 15 years, but can no longer care for this car, asking \$1,000.00 Contact Bill on 0419 564 044 04 9564 5174

For Sale:- Official service Manual (Robert Bentley) Fastback & Squareback 1968-1973. As new, i.e. no greasy fingermarks \$75.00 Phone Phillip 0408-441-725 (Sydney)

For Sale:- 1973 Superbug 1600L, Red, regularly serviced, reliable, good mechanically, body & paint reasonable. all receipts for last 7 years. Thousands spent, including new floor and rear apron. Looks good, drives well, ideal daily driver or for restoration. Oct.2004 rego \$2,500 ono 02 9621 1471 or salesfam@tpg.com.au.

For Sale:- 1966 1300 Beetle, looking for a new

family, polar white, only 2 owners, always garaged, very nice car in very good original condition inside and out. No rust, 5 near new tyres, near new exhaust system, registered until May 2005, asking \$5300.00 negotiable, located in Woodford, Blue Mountains, Phone Steve on 02 4758 7876

For Sale:- Tyres Yokohamas 185 x 65 x 15 Practically brand new. Perfect condition \$400.00 ono Phone Matt. BH 9540 7402 or AH 9523 1371

For Sale:- 1 early model engine lid and 1 late model engine lid. Phone Laurie Toscano at Nelson Bay on 0249 811779

For Sale:- VW 1600 motor, dismantled for inspection, standard crank, twin port heads, valves and seats cleaned, spares include two carbies, two distributors, chrome tappet covers, excellent flywheel with good ring gear, several miscellaneous items including Speedo, lights, door handles, tinware (zinc plated) spare standard camshaft and crankshaft, Best offer around \$300.00. Buyer must take the lot, please contact Brian Parry on 02 47 393960 or 0417 295 074 or email bjparry@bigpond.com

For Sale:- 1963 VW 1200 Beetle, good condition, all original, Reg NSW May 05, One owner. Contact: 0417648224. or 02-66744163. beefy@better.net.au

For Sale:- 1974 compliance super bug L. In excellent condition. In family since new . Log books 190,000K only. 12 mths rego- runs like a rocket. Reluctant sale. Needs a good home. \$7,000. Phone Tom Muzevic 0411419471

Wanted:- Old Gregory's Sydney Street Directories. I'm looking for editions from 2002, the early and late 1990s, early and late 1980s and the late 1970s. I already have some from the early 1970s and late 1960s, so if you have any others I would be interested. Especially if you have one from the 1950s you want to part with! Check your garage, your old bookcases, your glovebox and under your VW seats and let me know what you have. Ring Phil on 0412 786 339.

Volkswagen AutoMuseum presents 30 years of the Golf

1974-2004

Celebrating 30 Years of the Golf

from Volkswagen AG

After large success at the Techno Classica in Essen where Volkswagen dedicated its stand to the 30th Anniversary of the Golf, the display now moves on to Wolfsburg at the Volkswagen AutoMuseum. The "AutoMuseum Volkswagen" presents from June 23 to August 31 of this yearly a special exhibition of Golf history.

1974

The pop group ABBA wins with their hit song "Waterloo" at the Grand Prix D'Eurovision and launches their world career, IKEA opens their first store in Germany and Helmut Schmidt becomes Federal Chancellor of Germany and Germany wins the World Soccer Championship.

Automobile history was written in 1974 in Wolfsburg as well. In the fall of 1974 a completely new automobile concept rolled onto the showroom floors of the Volkswagens dealers. The Golf conquers the heart of the buyers and the "Golf Class" from the onset; it is born as synonym for a whole vehicle segment. From that point on the Golf determines the yardstick for all compact sedans.

It is classless like no other automobile. The growing prosperity and the rising expectations of the German people are reflected in the Golf. In just two years time over 1 millions Golfs are produced. From market introduction the Golf was launched with numerous model and engine variations among them include a Diesel option, a first for that model segment.

The GTI variation is introduced and immediately reaches cult-like status, inventing the "pocket-rocket" segment. In a time when the compact-class cars barely reached 165 kilometres an hour, the GTI easily raises the

bar.

The Golf has since gone on to surpass the aircooled Beetle in total production with over 25 million Golfs sold worldwide.

30 Years

The 30th anniversary of the Golf marks a special time to celebrate at the Volkswagen AutoMuseum. Each model generation is represented in the collection, covering 30 years of Golf history as well as development studies and prototypes.

Among other things can be found the German Rallye master of 1981 "Rheila Golf", the buoyant "Sea Golf" represented with hydraulically actuated pontoons and the electric gulf of 1976. Two very special prototypes are also on display: The first Golf prototype of 1969 still with an air-cooled double-piston boxer engine under the hood as well as a design study of the fifth generation Golf. The "AutoMuseum Volkswagen" in Wolfsburg is open daily from 10am to 6pm seven days a the week (as well as holidays).

Following on below and on subsequent pages are highlights of some the special cars on display in the museum:



Golf I (1974) - Designed by Giorgio Giugiaro, the Golf I arrived in 1974. The model shown is an LS model. More than 6,780,050 first generation Golf models were produced.



ESVWII (1975) - The abbreviation ESVW II stands for experimental safety Volkswagen and was a concept designed to show how major safety features found in luxury cars can also be incorporated into small cars as well.



EA 276 (1969) - EA276 was the forerunner to the first Golf model and featured an aircooled boxer powerplant.



Elektro-Golf (1976) - Designed as a prototype to explore electric drive options this car served for a number of years as a mule for various new electrical technologies.



Golf GTI (1978) - This particular car was as brake test mule leading up to the launch of the first GTI.



Rabbit Diesel LS (1982) - This Westmoreland diesel was one of the first produced and served as a press vehicle for a number of years before being placed in the Museum in Wolfsburg.



Golf Cabriolet (1979) - In 1979 the first series Cabriolet Golf model was introduced and was built by William Karmann GmbH in Osnabrueck. More than 388,522 Golf I Cabriolets were produced.



Volkswagen Caddy (1982) - The Caddy was designed primarily as a commercial vehicle and was manufactured from 1982 to 1992 and was produced with more than 94,659 units.



Rheila Golf (1981) - Run in the German rally championship the "Rally Golf" had 197hp and went on to several championships.



Golf GTI (1983) - This limited edition GTI featured "Pirelli" wheels, special paint, a 112hp powerplant, 5-speed transmission, leather steering wheel, wheel flares in body colour, dual-round headlamps and a "golfball" shift knob. This car featured a 0-60 mph time of 9 seconds.



Sea Golf (1983) - The gulf can not only drive but also swim. This Golf Cabriolet with two hydraulically driven swim pontoons was developed and built on the occasion of Golf GTI meeting at the Woerthersee Treffen in 1983.



Rallye Golf A59 (1993) - This rallye golf is a prototype that spent more than 20,000 km of time at the Nurburgring with greats like Walter Roehrl doing testing. 2,500 units were planned for limited production but was later canceled before production started.



Golf GL (1983) - In June 1983 the second generation Golf went into series production in 1983. Production ran until 1992 and more than 6,301,000 were produced.



CitySTROMer (1993) - An electric vehicle sporting 16 maintenance-free battery modules, the CitySTROMer was designed to be a zero pollutant vehicle.



Pikes Peak Golf (1987) - This Golf three was powered by two 326hp engines (front and rear) driving front and rear wheels independently.



Otmar Alt Golf (1995) - International artist Otmar alto was commissioned to create a design motif for 1000 special edition Golf III models produced in Germany.



Golf 4 R32 (2002) - Designed to be the ultimate and final version of the fourth generation Golf platform, the R32 features a 241hp 3.2l VR6 engine mated to a six-speed transmission and all-wheel-drive.



Das Plastilin Design Modell of the Golf V (2003) - This clay model was used in the design process leading up the creation of the final fifth generation Golf design.

Volkswagen Scraps Current Microbus Project

From Volkswagen AG

Volkswagen AG has announced that they have decided not to pursue the current direction with the planned retro-styled Microbus due to costs and market conditions. With the Microbus being primarily targeted at a highly competitive and price sensitive minivan market in the US market Volkswagen is finding it difficult to price the Microbus competitively. The Microbus was planned to be built in Hanover, Germany on the T5 Eurovan platform, which further added to the high costs of production. Most minivans in the

US market are built on car platforms where shared components can keep costs low and give consumers a vehicle with more car-like characteristics. Volkswagen's decision to build the Microbus on a commercial truck platform in Hanover was driven primarily by a labour agreement, which put the project on uneven footing from the onset.

At this point in an effort to try and keep the labour agreement intact, VW has announced that they plan to still build some type of van with "emotional" styling that can be sold in the U.S. and in the European market giving the vehicle a broader market base. Volkswagen isn't disclosing a lot of details about this "new" van, but has clarified that it won't be a retro-styled Microbus as pictured above. Will Volkswagen offer something like the current T5 Eurovan again or will it be more similar to the Sharan sold in Europe. Time will tell as VW has committed to bringing the vehicle to market in 2007.

The Germany press release follows below:

Wolfsburg/Hanover, 19 May 2004 – The Board of Management of Volkswagen AG decided on Tuesday evening to change the concept for the planned Microbus. The new model with its innovative design is scheduled to go into production in Hanover in 2007 and will not only aim for the US market but will also be geared to other markets.

With the decision, the Board of Management under the chairmanship of Dr. Bernd Pischetsrieder has made a commitment to the Hanover plant and the planned Microbus production. The model is being given a new orientation since an exclusive focus on the US market would have jeopardized the success of the Microbus, particularly in view of the continuing unfavourable exchange rates and market conditions. Pischetsrieder emphasized:



“Our decision secures worldwide success for the Microbus.”

The new Microbus will be built in Hanover from 2007 based on the modular strategy principle. A larger number of components from the new T5 will be used than foreseen by the original design. This will result in noticeably greater synergy effects. The design will be characterized by an emotional styling language and an ambitious space concept.

Following an intensive dialogue between the Board of Management and labour representatives at Volkswagen Commercial Vehicles, both sides agreed that Volkswagen will continue with the planned implementation of the 5000 x 5000 collective bargaining model in Hanover in spite of the delay in production start-up. This was underscored by Dr. Peter Hartz, Member of the Board of Management for Human Resources, on Wednesday. On the basis of present plans, 1,500 new jobs will be created in Hanover to produce the Microbus under the innovative collective agreement.

Volkswagen s Experimental Designs

Weird and Wonderful VWs - The VWs that never made it

The Beetle itself was born out of persistent experimentation by the Porsche works, Volkswagenwerke produced a host of experimental test vehicles for the German Army during the war, but after the factory settled down to peacetime, Volkswagen settled into a record breaking production run of the Beetle and its derivatives. Yet despite its, to some observers at the time, surprising success, the company was constantly seeking to extend the range beyond the solid sales of the Bus and Bug.

From the 1950s onwards the firm sought in vain to produce a Beetle Killer. Some saw the light of day. Both the Type 3 and Type 4 were intended to replace the company s reliance on the aircooled Beetle; both of these replacements

never outlasted the good old Type 1.

By the 1970s sales of the Bug were still solid, but its design was showing its age, the Super Beetles (1302 and 1303) could not mask the fact that it was basically a pre war design and the type 1 was quickly becoming an albatross around VW s neck.

Not until the mid 1970s did the true successors arrive, the Golf, Polo and Passat (not forgetting the Ghia s replacement the Scirocco) literally saved the company from being relegated to a carmaker that had its product lines in the past. Much loved as the bug is, and despite its long-lived success, it was these water-cooled models that brought the company into the last quarter of the last century.

But unless you visit the Wolfsburg museum you may not be aware of the many experimental designs that VW produced to extend its reach into the world auto markets. The Entwickl gaurfr g designation (EA) was given by the factory for these prototype models. Some never saw production, and others paved the way for later models, but they were the models that never made it.

The 1950s - the first steps

This decade saw the firm grow from strength to strength with ever growing sales of the Beetle and the introduction of the Type 2 in all its forms and the Italian styled Ghia as a sporty offering from the Beetle chassis. But steps were already being taken to add to the line up and even replace the Beetle itself. The eventual design to take over was released in 1961 the Type 3, which as we all know has a dedicated following today, was a great car but never outlived the Bug. However there were others.

The EA48

The EA48 was designed to slot below the Beetle in the line-up since the Beetle was solid, reliable but not always as cheap as some of its competitors. A smaller car, it was powered by a 700cc two cylinder aircooled engine in the front of the car. The Beetles little cousin it may have



been, but it was more advanced in one respect it was the first VW to feature MacPherson strut suspension at the front, not added to the Beetle until 1971, and now the standard for modern cars, including the Golf. The only model now lives in Wolfsburg.

The EA97/1 - like a Beetle, but uglier

Perhaps the most surprising of my discoveries was the EA97/1, a project run from 1957 to 1963. A clear intention to replace and update the Beetle with a restyled but still rear engined aircooled model. However, the updated styling had lost the genius of Porsches original, this New Beetle was thankfully dropped in favour of the Type 3. Otherwise most of us might now



be driving of these.

Ghia's E53

The Italian styling firm of Ghia was also working on a Beetle killer to present to the Volkswagen factory. With only a rear shot to look at we can only assume this boxy design (designated E53) was also rejected in favour of the Type 3. The type 3 itself was a better car than both of them even if it didn't quite take over from the good old Bug.

The 1960s - The Long Road to Water-cooled

If you have ever read safer Motoring or a VW book from the sixties, then the type 3 was heralded in the press as the future for VW. Sales turned out to be solid, but despite being a better car than the bug in many respects it failed to kill off the Beetle in terms of sales and longevity. This meant that VW was to go back to the drawing board and begin planning the next Beetle replacement, as well as extending the range of the Type 3.

The EA 160 4 door type 3



The other Type 3s

I have recently come across a request for a Type 3 Cabrio on the Volkszone forum. This

never made it into production despite the fact that several prototypes were made at the launch of the type 3, sales brochures were prepared and it was exhibited at the Berlin Motorshow in 1961. There is more information on the Wheelspin site for those who want a detailed look at the best Type 3 never produced.

Another experiment was the EA 160 (previous page), a four-door version of the Notchback. As always, the sole survivor is in the Wolfsburg museum. Another prototype that never made the light of day.

Replacing the Type 3 and the Beetle

The EA 97, paved the way for the Brazilian Type 3



The first prototype to replace these models did actually make it into production though you be lucky to see one in this country. The EA97 (not to be confused with the EA97/1) project was still aircooled on a Type 3 style type platform, but with a modernised body. Germany abandoned the idea, but the tooling was shipped off to VW Brazil, where (with the addition of the Type 4 style front Known as the Leiding nose) it became the Brasilia. Full details of this unique South American model is on the Wheelspin website from may 2000.

The EA 128 4 door - sort of aircooled Passat

The EA128 was another idea for a larger car, probably to catch the North American market. It owes more to the later Type 4, but was even bigger. Like the Type 4 it had a monocoque body the first for VW, now standard from the Type 4



onwards, including all modern water-cooled VWs. It was a big six-seater station wagon (estate) with a stonking flat six engine adapted from the powerunit used in the Type 4. It had comfortable wishbone front suspension rather than the Beetle s torsion arms or the later MacPherson struts. See it at the Wolfsburg Museum.

The EA 158 - aircooled with a Datsun body



The last of the aircooled 1960s Beetle killers was the EA158, borrowing the same suspension from the EA128, and was a monocoque bodied Beetle killer, slightly larger than the Bug with a Beetle flat 4 engine still in the back. Some of the ideas made it into the production Type 4. It had fastback styling, but the nose lent itself to VWs most serious Beetle replacement of the sixties, read on

Water-cooled, the first step

The EA266 - the first water-cooled VW, pulled at the last minute

The Porsche designed EA266 really did almost make it as the replacement for the Beetle. Much

time and money was spent on the project and over 50 examples were built between 1966 and 1971. A radical departure for Volkswagen, it had a modern monocoque body, was front wheel drive and was powered by a mid mounted 4 cylinder water-cooled engine.



It was ready to start production as the VW 191, set to appear in 1972. The Volkswagen press at the time knew a lot about this new car and everybody was ready to see it in the showrooms. Literally, at the eleventh hour, VW's new chairman, Rudolf Leiding axed the project, partly due to spiralling costs, but also because Leiding was looking towards the type of platform favoured by the newly acquired Audi group for the future of the marque. The Type 191 failed at the last hurdle, while, under its new chairman, Volkswagen began to make plans to move to a conventional front wheel drive, water-cooled platform, and we all know where this led in 1975!

The Ghia Wedge

The Italian styling firm of Ghia, ever busy with the Karmann Ghia, and Type 3 Ghia (razor-edge) were not resting back. In 1965 they produced an aircooled update to the Ghia that had more modern styling and a wedge nose



somewhat like a pointed version of the type 4. Again, this one never went into production. The Ghia had to wait for the Scirocco in 1974 to be replaced in VW's line up.

The First Inking of the Golf

The EA276 - good job they went with the Golf instead

From 1969, with the idea of a front wheel drive, front-engined philosophy well in place, Volkswagen made its first steps, ironically with an aircooled prototype. Somewhat boxy in appearance, the EA276 was a hatchback design with a front mounted aircooled engine as the powerplant and MacPherson strut suspension. Again, it never made it into production in Germany, but was used as a test bed for the up and coming Beetle killer the Golf. The basic



design was eventually shipped to Brazil and adapted into the VW Gol (not a spelling mistake). This was a hatchback between the Polo and Golf in size, which began life with a front mounted aircooled engine. Subsequently its appearance morphed so that it looked more like the Golf (though smaller) and was converted to use water-cooled powerplants (see may 2000 Wheelspin on the web).

Well, that's it for now, next month we have a look at VW's further EA vehicles, taking us

from the mid seventies till the present day.

The VW Experimental Vehicles the 1980s to present

After saving the company from probably bankruptcy in the 1970s, VW now had a range of best selling aircooled models to bring the form up to date, from dependable cars like the Passat and polo to the fist and hottest hatch on the market the Golf GTi.

With a firm financial footing, Volkswagen began to look to the future and design many vehicles that were designed to extend the VW range or to experiment with up and coming technologies, many of which made it into production models, some ideas just went by the wayside.

Most of these you would never had heard of or seen unless you visit the Wolfsburg museum, some paved the way for later models, many never made it into production, but they all show that VW never rested on its laurels and was always innovating.

1975 Volkswagen Chico

Not to be confused with the Chico Golf the mark1 Golf still in production in South Africa; this Chico was VWs first attempt at a small city car a sub Polo (a four seater car a foot shorter than the Polo). The idea was never realised, but was the first of many sub Polo designs that were shelved, until the 1990s when VWs



acquisition of SEAT gave it the tiny Arosa the basis for the modern Lupo.

1980 the VW ARVW Never intended as a production model



(obviously) this was an experiment to break records for a turbo diesel powered car, taking advantage of maximum aerodynamics. Its 2.3cc diesel could propel the low-bodied design to well over 200 KPH.

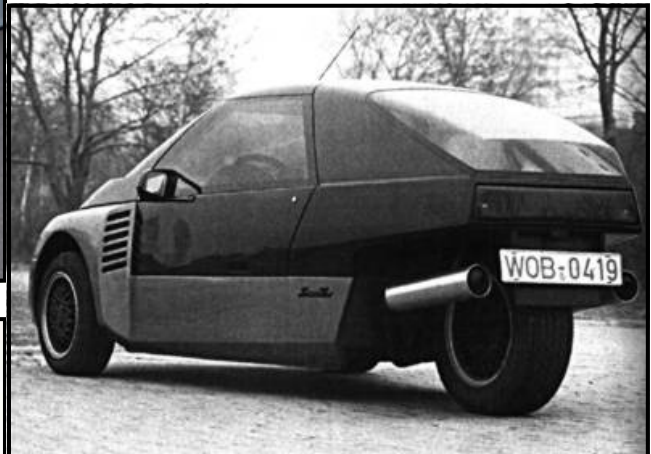
1981 the Auto 2000

The Volkswagen designers equipped the Golf platform with a lightweight body bringing the experimental vehicle down to 750 kilos. Powered by a 3-cylinder diesel engine, the



Auto 2000 could reach 95 miles per hour, but at a more sedentary pace could achieve 60 miles per gallon. A more practical spin on Volkswagens long time advocacy of frugal diesel engines that survives unto this day.

1982 the Volkswagen Student
Aptly named the Student was Volkswagens



today.

1986 The VW Orbit

Styled by long time Volkswagen collaborators,



second attempt at a sub Lupo budget city car. Powered by the Polo s 1.1 litre engine and drivetrain, this little car was shown off to the press but the idea was never realised

1986 The VW Scooter

A more ambitious attempt at a frugal city vehicle, and not dissimilar to the present VW concept 3 wheeler seen in this magazine the scooter was a future car with sporty performance and the coolest styling idea of the 1980s gull wing doors, as seen on the DeLorean. An idea that was not realised at the time- but is being revisited by Volkswagen

Ital Design the orbit project was a styling idea that never made it on its own, but the general idea can be seen to heavily influence the third generation Passat that went into production years later.

More prototypes next month

From Wheelspin, The magazine of the London and Thames Valley VW club.

Photos from the day trip to Razorback



Thanks to Raymond Rosch for the photos

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