

# Zeitschrift



3rd-gen Volkswagen Tiguan due soon.

## January 2024

**IN THIS ISSUE:**

**Adelaide Volksfest  
The Beetles are Back  
1971 Audi 100  
More Ash articles**

**Schwimmwagen v Ford  
Mk2 Scirocco  
America's Worst Drivers  
Plus lots more...**



**The Legend Never Dies**

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

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



# Club VeeDub Sydney Committee 2023-24.

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<b>Motorsport Captain:</b>	Rudi Frank bigrudivw@gmail.com	0418 442 953
<b>VW Nationals Committee:</b>	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
<b>General Committee:</b>	Danny Haynes Wayne Fenech	Mohammad Bamyia

## Canberra Committee.

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

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

## Club VeeDub membership.

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

## Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223



## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](http://www.facebook.com/groups/ClubVeeDubACTPublic/)

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

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

Back issues (2003-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

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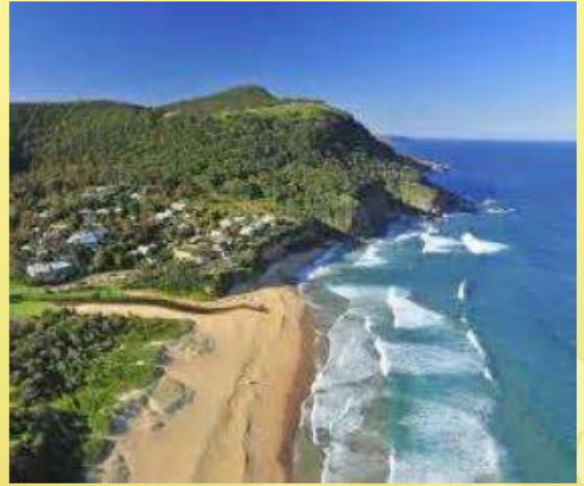
All Metal Bumpers	Canberra VW Centre
Antique Tyres	Euro Revolution
Black Needle Motor Trimming	VW Magazine Australia

### 10 years and over.

German Performance Garage	Mountain Mechanics
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See the back page for all the 2023 VW Nationals sponsors

**17<sup>th</sup>  
Anniversary  
VW Summer  
Cruise &  
BBQ**



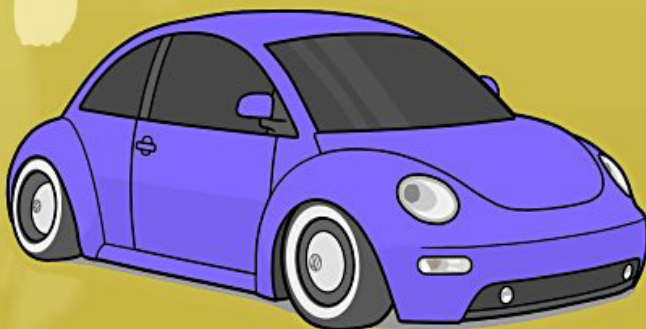
**Sunday  
21st January 2024**

*Meet us at Uncle Leo's BP Truckstop, Liverpool Crossroads, at 8:30am. Departs 9:00am stopping at Appin and arriving at Stanwell Park at 11:30am.*

*Or you can just meet us at the beach. Just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!*

*From 10:00 am*

*Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach!*



**ALL VWs welcome  
See you there!!!**

**Steve : 0490 020338  
Zelko : 0419 807807**

# THE CLUB AUSTRALIA DAY CLUB PRESENTS: VW CAR SHOW

**FRIDAY 26TH JANUARY 2024, 8AM - 2PM**



**VENUE: PANTHERS  
BOWLING CLUB  
GLENBROOK  
CNR GREAT  
WESTERN HIGHWAY  
AND HARE ST,  
GLENBROOK**

**JOIN THE CLUB VW  
CONVOY!  
MEET AT THE  
MCDONALDS (M4  
WESTBOUND)  
EASTERN CREEK  
FROM 7.15AM FOR A  
7.45AM DEPARTURE  
FOR GLENBROOK  
(28 KMS)**

**QUESTIONS? CONTACT  
CARL ON 0417 471 137**



# Gerringong Lions Club Motor Fest / Car Show Saturday 17th February



## Michael Cronin Oval Blackwood St Gerringong

**\$10 entry fee per car.** Variety of food and drinks on site. Lots of cafes, coffee shops and local markets nearby.

All proceeds to Lions Childhood Cancer Research Foundation

Once again we invite members of Club Veedub Sydney to attend. Space will be allocated for the VWs to park together, so long as you pre-book. Prizes will be provided to winning vehicles in a number of categories.

**YOU NEED TO CONFIRM ATTENDANCE BY MID-JANUARY 2024, PER:**

**Lions Club Contact:**

Stefanie Allison

Email: [gerringong.nsw@lions.org.au](mailto:gerringong.nsw@lions.org.au)

**JOIN THE CLUB VEEDUB CONVOY!** Meet at McDonalds at Heathcote (cnr Princes Hwy & Wilson Pde), from 7am for a 7:30am departure. It's 95 km (1 hr 10 min) to Gerringong.



Westpac Rescue Helicopter Ser



Westpac Rescue Helicopter Ser



# DUBS BY THE LAKE

## 2024

### FEBRUARY 23RD TO 25TH

Fireworks sponsored by AGL

- FIREWORKS
- VW LIMBO
- VW GRASS
- EVENTS
- SPECIAL EVENT
- LIVE MUSIC
- MARKET STALLS
- SWAP MEET
- LIVE AUCTION

- VW CRUISE
- GO KARTS
- FOOD STALLS
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- CAMPING
- KIDS CORNER
- RAFFLE
- & MUCH MORE



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**VW PASS \$7**

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**KIDS \$2**



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Happy New Year!



## Von der Frau Präsidentin.

Frohes neues Jahr! (Happy New Year),  
And just like that, we are into a new year!!! I hope you all had a lovely festive season with your family and friends! Mine this year was super special ... after 16 years, Adam finally popped the question!!!

We had a great fun at our Christmas party and the Strathfield golf club catered beautiful snacks for us to enjoy with our drinks!

Club Vee Dub Sydney will be holding our 17th Annual Summer Cruise from Liverpool to Stanwell Park on the Sunday 21st January 2024. Bring your picnic blanket and enjoy a day by the beach with sausage sanagas and cold drinks available for a gold coin donation. See the flyer and the calendar for more info.

Carl is also holding an Australia Day VW Display at Panthers Bowling Club in Glenbrook. There will be a convoy from Maccas Eastern Creek M4 Westbound to Glenbrook (28 km). Park in the club carpark and display your shiny VW. Display is limited to 30 cars. For more info contact Carl on 0417 471137.

We've again been invited to the Gerringong Motorfest on Saturday 17th February. We'll have a convoy down there from Maccas at Heathcote. Dave Birchall used to organise this one so this will be the first one without him.

Dubs by the Lake is happening on the 23rd to 25th February 2024 at Lake Lidell Recreation Park in Muswellbrook, with all proceeds going to the Westpac Rescue Helicopter. Last year they made a whopping donation of \$8600, amazing work Beau & Corrina! Be sure to book this in your Calander, all details on the event flyer, or head to head to [www.facebook.com/dubsbythelake/](http://www.facebook.com/dubsbythelake/)

If you missed our last general meeting, don't stress, it was a quicky so we could get on with food and drinks to celebrate Christmas!

" We are looking for new stall holders at the 2024 Nationals, if you have friends or family that would be interested, please

tell them to get in touch!

" Club Vee Dub Merchandise will be available at the general meeting each month. - we plan on having a huge sale to clear out some leftover stock!

Möge das neue Jahr Sie mit Gesundheit, Wohlstand und Glück segnen!

(May the New Year bless you with health, wealth, and happiness!)

Lee Woods



## Kanberra Kapitel report.

Happy New Year,  
I hope Santa found everyone and lots of presents and festivities were enjoyed by all.

December was rather quiet for the Canberra Chapter, with only a couple of events and an impromptu 'Flags' coffee meet. Only small numbers attended these events as everyone was a bit busy getting ready for Xmas.

January is traditionally a quiet month for us here in Canberra, with many getting away over the holiday period. No monthly meeting or events are scheduled for January, but I'm sure a couple of coffee meets will be called. (Keep an eye on our Facebook pages).

Of course, Canberra hosts the annual horsepower party, Summernats each January. The event is in full swing as I am writing this report, with the smell of burning rubber in the air (I live about three km from the venue and when the wind is 'right' we get to experience the smells and sounds of Summernats). I have noticed several Volkswagens entered and participating in Summernats this year. I believe many car enthusiasts are discovering that the humble Beetle is worthy of modifications and keeping company with the traditional American and Australian cars that are the staple of the modified muscle-car scene. There are plenty of Japanese cars also, and a few other European marques also participating.

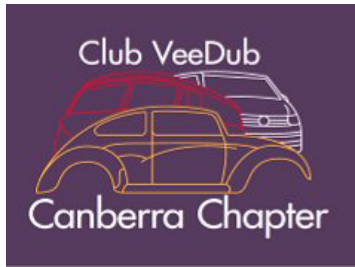
We have already started planning a number of events for 2024; however are open to any ideas or requests that any members have. Please let us know what sort of events you would like us to organise, or any events being conducted by others that you would like us to join in with. Don't be afraid to suggest events in regional areas, as many of us like getting our cars out on the open road and travelling to different locations.

Our club meetings are held on the first Tuesday of the month at the Spanish-Australian Club in Narrabundah from 1930, with the next one being the February meeting. All members are welcome and it's a great opportunity for you to bring any ideas to us or get the low-down on club happenings.

I'm still putting the call out to everyone to please consider joining the committee in 2024. There will be several positions vacated and without some volunteers stepping up, the future of the chapter may be affected.

Remember to keep an eye on our Facebook pages, as this is where most of our information is disseminated.

Willie.



## Klub Kalender.

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

**Canberra Chapter events are shown in dark blue. See [www.facebook.com/groups/ClubVeeDubACTPublic/](https://www.facebook.com/groups/ClubVeeDubACTPublic/) for all info on these events.**

### January 2024.

**Thursday 18th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield.** Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

**Sunday 21st:- VW Summer Cruise 2024.** Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 8:30am for coffees and VW photos. Cruise departs at 9:00am. Brief photo stop at Appin, then on to Stanwell Park by 11:30am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

**Friday 26th:- Australia Day VW Display** at Glenbrook Bowling Club, Great Western Hwy and Hare St, Glenbrook. Join the VW convoy from McDonalds Eastern Creek, M4 westbound, from 7:15am for coffees. 7:45am departure to Glenbrook (28 km). Park in the club carpark and display your shiny VW (old or new). Space for 30 cars. Enjoy the club's facilities for lunch. Contact Carl on 0417 471137.

### February.

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

**Tuesday 6th:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

**Thursday 8th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield.** Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

**Saturday 17th:- Gerringong Motorfest 2024** at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club of Gerringong for childhood cancer research. Over 300 cars, from classics, to vintage, to sports cars and hot rods will be there. Variety of food and drinks available. Town markets on the same day. Entry is \$10 per car. You will need to pre-book - see the flyer. **Join the Club VW Convoy from McDonalds Heathcote (Princes hwy and Wilson Pde) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.**

**Saturday-Sunday 24-25th:- Dubs By The Lake 2024** at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. VW car show, market stalls, swap meet, food stalls, live music, fireworks, novelty events, raffle, auction, paintball, kids' corner and lots more. \$12 family pass, \$7 VW entry pass. \$5 spectators, \$2 kids. All proceeds to the Westpac Rescue Helicopter.

### March.

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

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

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



**Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield.** Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

### April.

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

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

**Thursday 11th:- Committee Meeting** and magazine pack at

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the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 18st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

## May.

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

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

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

**Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

**Saturday 25th: VW Nationals Supercruise**, organised by Euro Cruisers Australia. Details to be confirmed. Contact Paul Stewart on 0449 238234 for more info.

**Sunday 26th: VW NATIONALS 2024** at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special judged Concours and perpetual trophy categories. This year we introduce the David Birchall Trophy for car of the day. VW trader and market stands, new car display, swap meet, kids rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

*Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.*

## New ads.

**For Sale:-** I am selling my 1971 VW Kombi Transporter - fully original camper with the pop top/fridge/sink/cooker (based in Melb/Vic) It has been in my family since new, it



was my grandparents then gifted to me. After 26 years of my use, we can no longer keep it so want it to go to its next owner with all the love it has had from my family. Do you have any advice to see if one of your members are interested to purchase? If you are interested, please contact Georgia on 0408 058 185 or email [georgialalazari@hotmail.com](mailto:georgialalazari@hotmail.com)

**For Sale:- Karmann Ghia 1970** convertible. All panels have been replaced needs final going over before painting. No front



**Next Club Meeting:  
Thursday  
18th Jan.  
7:30pm  
Strathfield Golf Club.**

screen broken when transported from Melbourne to Sydney too many projects haven't got time to finish time for someone else to enjoy. Located Hoxton Park Sydney NSW. Inspection by appointment. \$18500 ono New Year's Sale. Call Sam 0408 203861 If don't answer please sms will get back to you. Or email [sam.egiziano@gmail.com](mailto:sam.egiziano@gmail.com)

**For Sale:- VW Polo GTI**, only selling as I now have a work car. This car has private plates of 001GTI- could be willing to sell plates separate depending on the offer. Stored in a garage, this car is in fantastic condition, has a pink slip till July 2024 and is currently registered till late Jan 24. Regular serviced . Located in Sydney. Contact Natalie on 0467 550 155 or email [natalie.calder74@gmail.com](mailto:natalie.calder74@gmail.com)


## 2nd Month ads.

**For Sale:- 091 2-litre Kombi Gearbox.** Just fully reconditioned. New Bearings, Seals and Gaskets, New Synchro's, New 3rd and 4th gear, New selector ball. Add your throw out bearing and fresh oil and install to the car. Located in Sydney area. Email [njsansom@hotmail.com](mailto:njsansom@hotmail.com) if interested.

**For Sale:-** I'm wanting to sell an original 1974 VW Kalita buggy. Because it is so rare I am hoping to get to get some advice on the best way to go about it. I would appreciate any advice your club may be able to give me. If you are interested please email Mark Freeman at [madfreos@gmail.com](mailto:madfreos@gmail.com)



**For Sale:- 1984 Volkswagen Kombi.** We purchased our van 18 months ago, but have now upsized to a caravan. It is a 5 speed manual, petrol motor, front bull bar, rear tow bar, pop top, 1984 year of manufacture, has historic plates, 145k km. We've kept serviced and recently replaced the distributor, fuel valve, leads and spark plugs. Petrol gauge not working, may need replacing. Two bucket seats in front with seat belts, one bench seat in back with one seat belt. We have a slide-on canvas awning on the side, gas cooktop, and electric



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fridge built-in. The vehicle is located at Turramurra, a collector's item. We'd like \$21k ONO. For further information and to look at our van call John Grech on 0400 998 421 or email [jgrech@nine.com.au](mailto:jgrech@nine.com.au)



**For Sale - 1966 1300 Beetle**, one owner last 40 years. Rebuilt to 1600 single port (much torque), 12 volts. Recently had comprehensive service with complete brake system overhaul - 4 new wheel cylinders, new master cylinder and brake hoses. Very straight car, runs extremely well, comes with many new parts supplied, replacement engine lid strips and rubber seals, door hinge mirrors with pins etc. And now it's priced to sell at \$11,000 with a full 11 months registration ! Contact Bill - 0438 478404 or email [forbsiedw@gmail.com](mailto:forbsiedw@gmail.com)

**Help Wanted:-** Good morning, my name is Bernard and I reside in Brisbane. I am contemplating purchasing a 1979 VW Beetle. The vehicle is situated at Russel Lea NSW 2046. Could you please recommend a top VW mechanic near Russel Lea who could do a thorough pre-purchase inspection? Also, if I do make the purchase could you recommend a decent transport company who can deliver the vehicle safely to Brisbane 4006 and are reasonably priced? Would appreciate your response asap as the purchase is immanent. If you can help, please email me. Kind regards, Bernard Rubin (Brisbane) [bernard.b.rubin@gmail.com](mailto:bernard.b.rubin@gmail.com)

## Trades and services directory.

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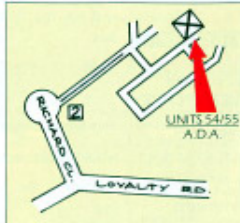
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## Trades and services directory.

## Trades and services directory.

### AUSTRALIAN V DUB PERFORMANCE Centre

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

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

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

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

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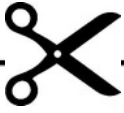
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## A strong Volkswagen recovery.

Thanks to improved European supply and the new Amarok, Volkswagen's Australian sales have recovered strongly in 2023, according to VFACTS sales figures released this week.

Volkswagen recorded **43,821 sales in 2023**, a healthy increase of 41.6% and 12,875 sales on the 30,946 recorded in a dismal 2022, which had been the lowest Australian VW total since 2009.

The 2023 figure was the highest since 2019, when 49,926 were sold, and the largest percentage increase since 2005 when VW's sales increased by 46.8% over 2004.

Total Volkswagen sales in Australia since 1954, excluding Audi and other group marques, have now reached 1,315,964. Volkswagen's all-time Australian record is 60,225 sales, set in 2015.

VW's local sales since 2019 have been affected by the pandemic, then semi-conductor shortages and supply issues from VW's various factories in Europe, as well as models such as the Arteon, most Passats and many of the base Golf models being discontinued. The previous Amarok was also phased out, and its Ford Ranger-based replacement was late to release.

Even though Volkswagen recorded a healthy recovery, most of the other top ten makers also had successful years. As a result, Volkswagen remained in 11th place on the most popular makes list, just outside the top 10, for the second year in a row. Volkswagen was outsold by Tesla for the first time ever, but VW did re-pass Mercedes-Benz (which had drop of 9.3%), thus regaining its title as Australia's most popular European make. VW had held that title for 17 years until losing it to Mercedes in 2022.

Volkswagen again had no vehicles in the top 20 most popular models in 2023. However the Golf (3,592) was the best-seller in the new Small Cars Over \$40,000 category, ahead of the Audi A3 (3,319) and MG 4 (3,134). The Caddy was again the top-selling Light Van (628 sales), ahead of the Peugeot Partner (552) and Renault Kangoo (18). The VW Multivan (711) was a distant third in the People Movers category, behind the Kia Carnival (11,312) and Hyundai Staria (1,141). The VW Transporter did not register in the top

three for Medium Vans - the best sellers were the Toyota Hiace, LGV G10 and Ford Transit.

The new Amarok finished the year with 6,626 sales and tenth place in the 2x4/4x4 utility market, a good result for a vehicle that only debuted in May. It should be a stronger sales year in 2024 as the new Amarok is joined by VW's long-awaited all-electric ID range.

Volkswagen's upmarket sister brand Audi also had a strong year, with sales increasing 29.2% to 19,039. Audi moved up from 18th in 2022 to 17th in 2023, passing a falling Suzuki. Audi did gain some ground on rivals Mercedes and BMW but they are both still a long way ahead. Audi's all-time record was 24,258 in 2016.

VW's other sister brand Skoda had a good recovery also, reporting 7,999 sales, an increase of 23.0% over 2022. Skoda's Australian record was 9,185 in 2021. Skoda finished behind Land Rover and Renault, but in front of Ram and Porsche.

VW's new brand Cupra sold 3,765 all electric vehicles in 2023, a remarkable 238.9% increase on 2022 in just the second year for VW's Spanish brand in Australia. This bodes very well for VW's own ID range when they finally debut late this year. Cupra's 2023 figure is greater than the entire 1994-99 sales figure for SEAT (3,561) when they were briefly sold here under previous importers Inchcape/TKM.

More than 1.2 million new motor vehicles were reported as sold in Australia last year - for the first time in our motoring history - after production and vehicle arrivals caught up with record demand in the wake of the pandemic.

And while Toyota still remained the number one brand for the 21st year in a row, the Ford Ranger ute ended the Toyota HiLux's seven-year winning streak as Australia's top-selling new vehicle.

It is the first time a Ford motor vehicle has led the annual sales charts since the Ford Falcon EF beat the Holden Commodore VR/VS in 1995.

Figures published today by the Federal Chamber of Automotive Industries today report 1,216,780 new motor vehicles as sold in 2023, an increase of 12.5 per cent on the prior year.

It's the 15th time in the past 17 years more than 1 million new vehicles have been reported as sold in a calendar year in Australia.

A significant number of the vehicles delivered last year were ordered in 2022 - or earlier - as production and shipping bottlenecks in the wake of the pandemic ease, and car makers work through their order banks.

Japanese car giant Toyota remained the top-selling new-car brand for the 21st year in a row - and 27th year since 1991 - reporting 215,240 sales. That is down 6.8 per cent on the 231,050 deliveries it reported in 2022 - and down 9.9 per cent on its all-time record of 238,983 sales posted in 2008.

Toyota, which is the top seller in Australia and globally, struggled with major production and shipping bottlenecks in the first half of the year, though supply eased in the final months of 2023.

Though it was predicted the 'top-selling vehicle' race would come down to the wire, after the HiLux entered December with a lead of only 379 vehicles, the Ranger finished the year 2,245 sales ahead of the HiLux.

Toyota HiLux 4x2 and 4x4 deliveries tallied 61,111 in 2023, down 5.1 per cent on its record of 64,391 set last year. At that time it was the highest sales result since the Holden Commodore topped the leaderboard in 2005.

Meanwhile Ford reported 63,356 Ranger utes sold in 2023, up 33.4 per cent on the prior year as deliveries of the new-generation model ramped up.

Following Toyota in 2023 was long-time second-placed finisher Mazda with 100,008 sales, up 4.5 per cent, ahead of a resurgent Ford (87,800 sales, up 31.8 per cent).

Kia beat sister brand Hyundai for the second year in a row, though the gap of 987 sales between the South Korean siblings was much closer than the 4985 between them in 2022, after a late surge from Hyundai.

Outside the top five, Mitsubishi (63,511) was left in sixth position, falling from fourth in 2022 with a 17.5 per cent downturn last year, while MG was solid in seventh, finding 58,346 buyers for another year of double-digit growth (+17.7%).

The remaining minor placings were very close and will be keenly fought between a handful of brands in the year ahead, but for 2023 it was Tesla in eighth (46,116, +135.4%), Subaru a mere two units behind in ninth (46,114, +28.0%) and Isuzu Ute holding onto a top-10 spot with another record result (45,341, +28.4%).

Volkswagen (43,821, +41.6%) had a good recovery from a dismal 2022, finishing 2023 just outside the main table, as will Nissan (39,376, +48.6%), which managed only 12th but, like VW, has momentum on its side. GWM also remains in the hunt, ending last year with 36,397 sales (+45.3%).

Tesla toppled Mercedes-Benz to claim prestige market leadership in 2023, with Benz (24,315, -9.3%) also deferring to BMW (26,184, +15.4%) in car sales last year. It was the first time BMW had outsold its German rival since 2009. However if you include Mercedes vans, Benz still finished above BMW. Audi was likewise on the rise (19,039, +29.2%), while record results were also turned in by Lexus (15,192, +114.3%) and Volvo (11,128, +3.9%).

Prominent supercar brands were typically strong last year - including Porsche (6052, +7.9%), Lamborghini (241, +39.6%), Ferrari (215, +5.9%) and Aston Martin (157, +18.9%) - while a variety of higher-volume newcomers also fared extremely well: BYD (12,438, +488.6%), Chery (5890) and Cupra (3765, +238.9%), to name just three.

It was another record year for electric-car sales, with 80,217 reported as delivered by the end of the year - up 161.1 per cent - and accounting for 7 per cent of all new motor-vehicle sales (compared to 3 per cent in 2022).

As in prior years, Tesla led the electric-car sales race by a significant margin, with more than one in two battery-only cars sold wearing its badge.

Hybrid cars remained more popular, with 98,439 sales reported over the calendar year, up 20.3 per cent on 2022, dominated by Toyota.

On the top models leaderboard, the HiLux and Ranger were followed by the Isuzu D-Max (31,202 sales, up 28.2 per cent) - 1575 sales ahead of the Toyota RAV4 (29,627 sales, down 15 per cent), which was Australia's top-selling SUV for the fourth year in a row.

For the first time in Australian automotive history, no traditional 'passenger car' - whether it be a hatchback, sedan,

wagon, coupe or convertible - finished in the Top 10 for the year. Just 17.4 per cent of new vehicle sales reported in Australia last year were passenger cars, down from 18.8 per cent in 2022. The top ten comprised 3 utes and 7 SUVs.

The Toyota Corolla slipped from sixth in 2022 to 12th in 2023 - after stock shortages earlier in the year that lost it crucial ground it could not claw back - and lost its 10-year winning streak in the passenger-car sales race to the Hyundai i30, which also slipped from ninth to 11th.

Sales of SUVs have been ahead of passenger cars since 2017, and accounted for 55.8 per cent of new vehicles delivered in 2023 - the highest share on record, beating 2022's 53.1 per cent. Seven of the 10 best-selling models in 2023 were SUVs - from city runabouts to heavy-duty four-wheel-drives - and three were utes.

#### Australia's top-selling brands for 2023:

1	Toyota	215,240	- 6.8 %
2	Mazda	100,008	+ 4.5 %
3	Ford	87,800	+ 31.8 %
4	Kia	76,120	- 2.8 %
5	Hyundai	75,183	+ 2.5 %
6	Mitsubishi	63,511	- 17.5 %
7	MG	58,346	+ 17.7 %
8	Tesla	46,116	+ 135.0 %
9	Subaru	46,114	+ 28.0 %
10	Isuzu Ute	45,341	+ 28.4 %
11	<b>Volkswagen</b>	<b>43,821</b>	<b>+ 41.6 %</b>
12	Nissan	39,376	+ 48.6 %
13	GWM	36,397	+ 45.3 %
14	Mercedes-Benz	28,853	- 7.8 %
15	BMW	26,184	+ 15.4 %
16	LDV	21,298	+ 30.9 %
17	Audi	19,039	+ 29.2 %
18	Suzuki	17,078	- 20.9 %
19	Lexus	15,192	+ 114.3%
20	Honda	13,734	- 3.4 %

## Base Golfs deleted.

The price of the cheapest Volkswagen Golf hatchback will have climbed by nearly \$14,000 in five years now that the base model has been cut from the line-up.

Volkswagen Australia has announced the base Golf 110TSI has been deleted from the Model Year 2024 (MY24) line-up due to low demand - and the Golf range will now open with the better-equipped Life.

Prices for the 2024 Golf Life are yet to be confirmed. However the 2023 version is priced from \$38,590 plus on-road costs, \$2300 more than the base model.

The base Golf has been available to order exclusively with an automatic transmission since late 2021, after the manual transmission too was axed due to low demand.

The deletion of the base model means the cheapest VW Golf on sale today is nearly \$14,000 more expensive than the cheapest model five years ago, which was the previous-generation Golf 110TSI Trendline manual for \$24,990 plus on-road costs (or \$27,490 with an auto).

The latest model is larger, better equipped, safer and more technologically-advanced than the car in showrooms five years ago - however it does represent a price jump of 40





per cent (comparing automatic to automatic).

When the current-generation Volkswagen Golf arrived in Australia in mid 2021 - with a closer level of equipment to the 2023 model - it was priced from \$29,350 plus on-roads for a base-model manual.

With an automatic transmission, the same car cost \$31,950 plus on-road costs - \$4340 less than the base Golf auto today, or \$6640 less than the 2023 Golf Life automatic.

Volkswagen Australia says the base Golf 110TSI has accounted for less than five per cent of sales.

Extra features added by the Golf Life include 17-inch wheels (vs 16s), a larger 25.5-cm touchscreen (vs 21 cm), improved sound system, satellite navigation, ambient interior lighting, wireless rather than wired Apple CarPlay and Android Auto, keyless entry and start, and a door exit warning.

Alongside the base hatch, Volkswagen has also confirmed the Golf wagon will be axed once all existing orders are fulfilled in the next few months.

The decisions form part of broader Model Year 2024 specification changes across the Volkswagen passenger-vehicle line-up, though prices are yet to be announced.

"The overwhelming majority of Golf customers select the Life, R-Line, GTI or - when available - R model grades," a Volkswagen Australia spokesperson said in a media statement.

"Reflecting these customer preferences, this now means each model line in the Volkswagen passenger vehicle range will commence with the well-equipped Life model grade or higher."

## Tiguan Mk3 revealed.

The 2024 Volkswagen Tiguan mid-size SUV has been unveiled, ahead of first Australian showroom arrivals due in late 2024 or early 2025.

The new Tiguan will be sold as a five-seater only, as the role of the seven-seat Tiguan Allspace will be instead filled by the second generation of the China-only Tayron, which is due to go global in 2025 with a different look to the new Tiguan.

Australian arrivals are due to commence in late 2024 or early 2025 - pending any delays - with petrol power only, Volkswagen has indicated.

The five-seat Tiguan has been comprehensively restyled and re-engineered in a program intended to see it

remain in production with petrol and diesel power into the next decade, at which point the Tiguan is expected to be combined with the ID.4 and go electric.

As well as adopting Volkswagen's latest passenger-car underpinnings, the new model also receives a revised range of petrol, diesel and petrol-electric plug-in hybrid drivetrains - though only the regular petrols will come to Australia.

Details of the Australian model range are yet to be confirmed, however it is expected to focus on the 150 kW and 195 kW 2.0-litre turbo-petrol engines - given the popularity of the 162TSI and R models in the current line-up.

An entry-level 110kW 1.5-litre turbo-petrol engine may also be offered as a cheaper option.

A new Tiguan R is in the works, according to Volkswagen. It is planned to run the latest version of VW's turbocharged 2.0-litre four-cylinder petrol engine from the outgoing model, developing 235 kW and 400 Nm.



Development of the new Tiguan has largely been undertaken in combination with the latest Passat and facelifted eighth-generation Golf, with which it shares much of its technology - including a reworked infotainment system with 'over-the-air' downloadable software updates.

The design of the new Tiguan mirrors other recent new Volkswagen models in being less angular than its predecessor, with fuller forms within the surfacing.

The new-look front fascia includes a simplified grille panel, thinner matrix LED headlights, and a full-width light bar. Lower down, there's a more pronounced front bumper with additional horizontal cooling ducts and vertical air curtains within the corners.

The distinctive side body line of the current Tiguan is replaced by two feature lines above the wheel arches, which house wheels between 17 and 20 inches in diameter.

A full-width tail-light bar stretches across the rear of the vehicle, with LED technology.

At 4539 mm in length, 1639 mm in height (without roof rails) and 1842 mm in width, the new Tiguan is 30 mm longer, 4 mm taller and the same width as its popular predecessor. Its wheelbase also remains the same as before, at 2680 mm.

As already mentioned, the long-wheelbase seven-seat Tiguan Allspace will be discontinued after just one model generation.

It will be replaced in 2025 by the second-generation Tayron - a uniquely styled seven-seat SUV model conceived for the Chinese market in its first generation, but now set to be taken global as part of Volkswagen's efforts to offer a wider range of SUVs.



It will be similar under the skin to the new Tiguan, but will be slightly larger on the outside - and is planned to wear unique bodywork capable of housing a third row of seats.

Volkswagen is yet to reveal whether the Tiguan X, an SUV coupe-style model sold exclusively in China, will be replaced and/or marketed around the world.

Inside, the new Tiguan receives a new cabin sporting a cleaner look, softer materials and greater accommodation than that of its predecessor.

The new dashboard is home to redesigned controls, illuminated trim elements and new-look air vents, and supports a 26-cm digital instrument cluster beside 32.8- or 38.1-cm freestanding infotainment touchscreens (up from 20.3 or 23.4 cm today).

The Tiguan adopts the touch-sensitive control sliders below the infotainment display, introduced with the latest Golf - but like the new Passat (which will not sold in Australia), they are now illuminated.

The infotainment system also runs updated software that keeps shortcuts for the air-conditioning controls at the bottom of the display, no matter what menu the screen is in - unlike the current Golf.

And in a move that is already starting to be seen on other VW models in Australia, the steering wheel forgoes the fiddly touch-sensitive controls of the old Tiguan for easier-to-use physical buttons and switches.

The centrepiece of the new centre console is a rotary controller used to control the driving modes, as well as the audio volume and what Volkswagen calls 'Atmospheres' - pre-programmed settings for the ambient lighting and other functions, including playlists from Spotify and Apple Music.

The names of these modes include Lounge, Energetic, Joy, Minimal and Me.

With all new Tiguan models globally receiving an automatic transmission as standard - rather than the manual transmission previously fitted to base models in Europe - the gear selector is relocated to a steering column-mounted stalk.

Volkswagen claims headroom has increased by 8 mm at the front and by 10 mm at the rear. Boot space in non-plug-in hybrid models is also up by 37 litres to a nominal 652 litres underneath the cargo blind at the rear.

Options include a new head-up display which projects information onto the windscreen instead of the plastic panel of the old Tiguan.

Standard in Europe is a 1.5-litre turbocharged four-cylinder petrol engine developing 96 kW or 110 kW - the latter a more likely candidate for base models in Australia -

which is sent to the front wheels.

This engine uses a variable-geometry turbocharger, a high-compression 'Miller cycle' combustion process, and the latest version of Volkswagen's cylinder deactivation system. In Europe it is assisted by a 48-volt mild-hybrid system.

Likely to be fitted to most models in Australia is a revised 2.0-litre turbocharged four-cylinder engine with 150 kW or 195 kW, sent to all four wheels as standard.

It is up significantly from the 162 kW/350 Nm of the current Tiguan 162TSI R-Line in Australia. Volkswagen has indicated a new Tiguan R is planned to follow at a later date.

In Europe a turbocharged 2.0-litre four-cylinder diesel engine remains, developing 110 kW with front-wheel drive or 142 kW with all-wheel drive. It is highly unlikely either of these diesels will come to Australia.

The petrol-electric drivetrain used by plug-in hybrid Tiguan models - which are not planned for Australia - has been heavily reworked.

It is now based around a 1.5-litre turbocharged four-cylinder petrol engine - replacing an older 1.4-litre engine - with a more powerful electric motor, and a larger 19.7 kWh battery pack (up from 10.6 kWh today).

The two plug-in hybrid models are front-wheel drive, and develop 150 kW and 200 kW - while the 19.7 kWh battery supports AC charging at up to 11 kW and DC charging up to 50 kW, as well as more than 100 km of claimed electric driving range.

All regular petrol- and diesel-powered Tiguan models receive a seven-speed dual-clutch automatic transmission as standard equipment, with the plug-in hybrids running a six-speed dual-clutch gearbox.

The 4Motion all-wheel drive system has been re-engineered with a new centrifugal pendulum that is claimed to lower vibrations and bring greater refinement.

In Europe, the maximum towing capacity of models running the new all-wheel drive system is put at 2300kg - compared to 2500kg for the current 162TSI in Australia.

Volkswagen has also reworked the Tiguan's MacPherson strut front and four-link rear suspension with new dampers and revised anti-roll bars. In combination with changes made to the rear axle, it is claimed to provide sharper and more stable handling.

Standard models receive single-valve, non-adjustable suspension, while top-of-the-range models gain two-valve, adaptive suspension with 15 different settings.

It forms part of a revised Dynamic Chassis Control Pro (DCC Pro) system, which controls the properties of the



electronic differential locks, and is managed by a new Vehicle Dynamics Manager software system.

The new Volkswagen Tiguan is due in Australian showrooms in late 2024 or early 2025.

Since its introduction in 2007, the Tiguan has regularly been Volkswagen's best-selling model worldwide. Some 7.5 million have been produced to date, including 1.2 million in the past two years alone, according to Volkswagen. It has also been the biggest-selling model in Australia over the last few years.

## Dresden plant may close.

Volkswagen's iconic 'Transparent Factory' in Germany will reportedly soon produce its last car, less than three decades after the half-a-billion-dollar high-tech automated facility opened in Dresden, according to a new report.

German publication *Automobilwoche* reports vehicle production at the 'Gläserne Manufaktur' (Transparent Factory, named for its largely glass construction) may end, due to slow sales of the Volkswagen ID.3 electric car which has been produced there since 2021.

The Transparent Factory was opened in 2002 for the state-of-the-art production of the Volkswagen Phaeton limousine, a high-priced - and ultimately unsuccessful - rival for the Mercedes-Benz S-Class and BMW 7 Series.



Reports at the time claimed the Transparent Factory cost 186 million euros to build - which translates to approximately 308 million euros, or \$510 million in Australian currency, when adjusted for inflation.

Despite being conceived by Ferdinand Piëch, the grandson of Ferdinand Porsche and Volkswagen CEO at the time - and who also gave the green light to the Bugatti Veyron supercar - the Phaeton was a commercial failure, with the flagship model eventually killed off in 2016.

Following a short stint producing electric variants of the Volkswagen Golf from 2017, the factory was retooled to build the similarly-sized ID.3 electric hatch from 2021.

In 2022, 6,500 examples of the Volkswagen ID.3 were produced at the facility.

In Europe alone, Volkswagen sold more than 60,000 examples of the electric hatchback last year - though that is well down on the almost 73,000 sales recorded on the continent in 2021.

Even the factory that produces the majority of

Volkswagen ID.3s sold - the much larger Zwickau-Mosel plant, located 80 minutes west of the Transparent Factory - is poised to cut 269 of its 540 staff, also due to slow sales of the electric car, *Automotive News Europe* last week reported.

## VW Up! ends.

The Volkswagen Up! - a small city hatchback which brought the German auto giant's build quality into bargain basement end of the new-car market - is no more, according to overseas reports.

UK publication *Autocar* reports the last-ever Volkswagen Up! has rolled off VW's Bratislava plant in Slovakia, ending a 12-year run for the tiny hatchback.

Launched in 2011, the Up! replaced the tiny Lupo and Fox models (never sold in Australia) as VW's smallest model, spearheading Volkswagen's attempts to build a small car with 'big car' build quality.



Sold in Australia from late 2012 to late 2014, the Volkswagen Up! was available as a three- or five-door hatchback and powered by a 1.0-litre three cylinder petrol engine, which delivered 55 kW and 95 Nm to the front wheels through a five-speed manual transmission.

Volkswagen Up! prices locally started from \$13,990 plus on-road costs for the three-door and \$14,990 plus on-road costs for the five-door - putting it up against the Ford Fiesta, Holden Barina, Kia Rio, Mazda 2 and Toyota Yaris.

However, the Up! did not sell as well as its rivals, with just 2,295 examples sold by Volkswagen across its brief tenure in Australian showrooms. It was hampered by a lack of auto trans, which turned most younger buyers away.

Australian buyers not only missed out on the option of an automatic Up! (launched overseas after its local departure) but also the flagship Up! GTI.

The Volkswagen Up! GTI launched in 2017 with its 85 kW/200 Nm outputs coming from turbocharged version of the Up's standard petrol engine, and mated to a six-speed manual transmission. It was axed last year.

An electric Volkswagen Up! - badged as the E-Up! - has also been sold overseas since 2014, while Volkswagen-owned brands Seat and Skoda offered rebadged versions of the hatchback as the Mii and Citigo, respectively.

The Up! will be replaced by the Polo-sized all-electric ID.2 and the even smaller ID.1, both still in development. It's unlikely these small electric VWs will come to Australia.



## Adelaide Volksfest.

Here are a few pictures from my recent visit to Volksfest 2023 Adelaide.

It basically started out with unpredictable Adelaide spring weather being cold overcast and drizzle, to a warm day with bursts of sun, the early weather may have contributed to a small but quality turn out .

Club stalls , quality tasting BBQ (I had 3) steak and sausage sandwiches, cold drinks, portable bar with some tasty craft beverages, swap meet, it was a quality event with cars, parts, food, T shirts, etc and people with great stories to tell.

Craig (VWMA) with the supercharged twin engined



open wheeler had a continual stream of people trying to work out how it all came together and be a successful race car

There were people from QLD, VIC, and NSW, the later being a tidy T3 westy, husband and wife doing the VW show scene around the country.

Personal fav was the volksrod, chopped open fender, supercharged and on airbags with a mean blower surge idle, more ideas than a Margret Fulton cook book, thanks a lot Tom ! Cheers

Lee Phillips







## Alternative 4x4s?

A mate was explaining to me the other day that my T3 Syncro Transporter was voted by someone as one of the best non-conventional four wheel drives.

You might remember that Overlander magazine voted the Syncro its 4WD of the Year in 1990.

To save time, I'll explain it simply.

The reason it is so good is that you can go places other people do but you also have all that space for you, your friends and their stuff.

It basically comes down to more space inside than a conventional 4x4.

But do you really need that much space, or do you even need a four wheel drive vehicle at all?

You can get down most roads with a two wheel drive car, just as long as you take it easy.

This is especially true for rear-engine rear-drive Beetles, Kombis and Type 3s, but I'm thinking of more modern FWD VWs as well.

You might find yourself driving at 30 kilometres an hour but you'll get there eventually.

Even though I love my Syncro, it's a little old and complex to cross any deserts anymore.

If it breaks down outside of a capital city, nobody is going to be able repair it. You're going to have to repair it yourself.

So for me the best unconventional 4x4 isn't a 4x4 at all, it's the 1968-69-70 1500 Beetle.

Just an average Volkswagen Beetle with chunky tyres will go places that any Syncro Transporter could only dream of.

They did make a four wheel drive Beetle in WW2, but they never made a production model for normal people due to the expense, but imagine if they did?



Thinking about it, the Beetle doesn't really need 4x4 but it might be nice, or it might be just something else that can go wrong.

The Volkswagen Beetle is very simple and strong compared to today's vehicles and if I had to drive across a desert, these days, it's what I'd choose.

I'd probably be able fix most things and also carry all of the spare parts needed.



Not only that, it will do it for a fraction of the price of any 4x4.

Modern VW T-Rocs, T-Crosses and Tiguan are more SUVs than 4x4s, built to pick up your kids from school and do the shopping. The cheaper models aren't even 4WD.

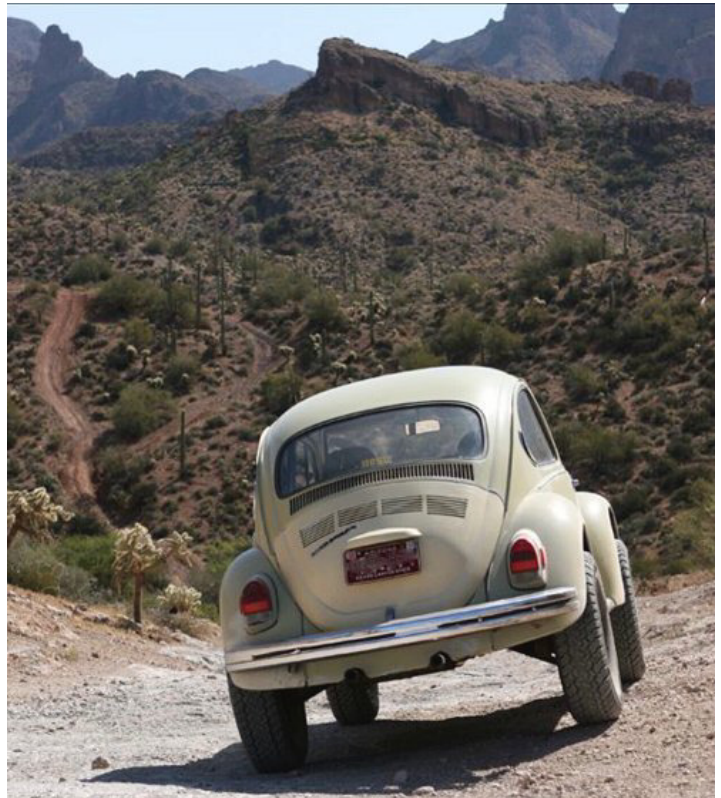
VW's serious 4x4, the Touareg, starts from \$89,200 nowadays and goes up to nearly \$120,000 for the top model.

So the only problem is, you won't have all that space in a Beetle, but do you need it? Maybe you do, maybe you don't?

If you do, it's going to cost you.

Don't forget the Australian bush is full of space for everyone anyway.

Ashley Day.





## The Beetles are back.

*The Daily Telegraph (UK), Saturday 20 January 1996*

**Get ready for a new bout of Beetle-mania! Paul, George and Ringo have hit the comeback trail - now comes a fourth Beetle. DAVID THOMAS reports on the return of the German wunder-car (along with lots of mistakes and misconceptions, which are corrected in my italics - Ed.)**

THE Beatles aren't the only Sixties icons attempting a comeback in the '90s. The Beetles are doing it too (*Wrong, the surviving Beatles never attempted any 'comeback' in the 1990s. He's referring to EMI's 1995 release of the Beatles' 'Anthology' album of early out-takes with modern overdubs. No new songs were written or recorded. George died of cancer in 2001 - Ed.*)

Sixty years to the month after the first appearance of the prototype of the Kraft Durch Freude Wagen, the 'Strength through Joy Car', the mighty Volkswagen took their Concept 1 prototype to the Tokyo Motor Show.

*(Wrong again. The earlier Type 60s, VW3, VW30 and VW36 prototypes of 1935-36 were not the same vehicle. They had forward-opening doors and no rear windows, for example. The prototype of the production KdF-Wagen, the VW38, debuted at the foundation stone ceremony at Wolfsburg in May 1938. That was when Hitler announced it was to be called the 'KdF-Wagen' - Ed.)*

Even if you know nothing about automotive engineering and couldn't care less, the family resemblance is obvious.

It's a modern-day Beetle, a direct descendant of the car that began as a Nazi project for bringing efficient, mass-produced transport to the German people and ended up as Herbie the Love Bug, perky star of four Walt Disney movies. (*Totally wrong. The original Concept 1 prototype was a Polo underneath, and the production New Beetle was a Golf 4 - nothing whatever to do with the original Beetle - Ed.*)

The Tokyo show marked the first occasion on which the production version of the Concept 1 was revealed to press and public. But an earlier version, shown purely as a styling

exercise, appeared at the 1994 Detroit Motor Show, where (painted bright banana yellow) it caused an immediate sensation.

Among those profoundly moved was Mike Rutherford, 38-year-old motoring editor of Britain's News Of The World. "I'm a Beetle nut," he confesses. He's also a Beatle nut.

"I got a buzz out of a legendary pop group putting something on sale when you thought it was all over."

He also got a buzz out of a legendary car company putting a motor on sale when you thought that was all over, too. "I wrote a column, addressed to VW, saying: 'You've got to build the Concept.'"

"They said: 'The trouble is, you might say that you'd buy one, but the rest of the public don't think like that.'"

So Rutherford put his money where his mouth was and placed a formal order, the first in the world, for a Concept 1.

"I told them: 'If you put it into production, I'll buy it.' And they did."

There's no denying the fact that VW were swayed by the interest shown by press and public alike in their new car. New Golfs and Polos may come and go. But Concept 1 really tickled some collective consumer tastebud (*he's obviously never heard of the Golf GTI - Ed.*)

Elly Woolston is a founding partner of the direct-mail company Barraclough Hall Woolston Gray. Among clients for whom they send mail-shots to prospective customers is Volkswagen, but Elly, "a bit of a car fanatic" switches between a Fiat 500 and an Audio S2.

Now, she is so excited by the thought of Concept 1, she has not only placed an order, at full price, with no corporate discount, she's even building a new garage to house it.

"The design and style of Concept 1 is very unusual," she says, cutting straight to the heart of the new VW's appeal. "Most cars on the road look very similar, but this is quite distinctive. It's got echoes of the past, but there's a clear direction for the future. We all want to drive something we can be proud of and I think it will turn heads."

It had better. For Concept 1 was born of Volkswagen's desperate need to remind the American market of its existence.

Nothing VW has produced recently has caught the imagination of US car-buyers. And the company has been hit





by a sluggish European market, a sky-high Deutschmark and labour costs that make German workers the most expensive in the world.

In 1994, VW posted modest profits of about \$68m, but that followed a \$780m loss in 1993.

Concept 1 emerged from a lunchtime conversation, held at the depth of VW's decline. Jay Mays, then head of the company's design studio in Simi Valley, California, was lunching with Peter Schreyer, head of design at Audi.

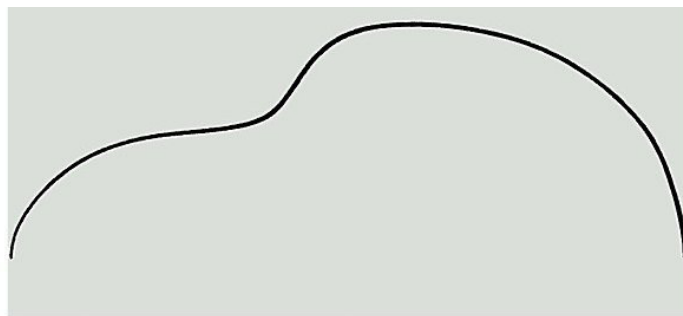
They were discussing ways of revitalising Volkswagen's US image. Since none of the new designs seemed to be doing the trick, why not go back to the old?

They started sketching ways in which the Beetle could be updated. Mays took the idea to his German bosses and got their permission to start designing in earnest.

Wanting to re-create the classic German values of function, logic and understatement, he came up with a three-word slogan that summed up everything his team aimed at: "Simple, honest, reliable."

According to Charles Ellwood, the Englishman who now heads the studio: "Mays analysed the old Beetle. It's three intersecting cylinders. He took that basic idea and interpreted it in a new design."

*(Wrong. The Concept 1 / New Beetle may be three intersecting 'cylinders', but the original Beetle was not. It was one curve only, as shown by VW themselves in their ads. J Mays got it wrong. He left VW and now works for Ford, while Schreyer left and went to Kia - Ed.)*



**How much longer can we hand you this line?**

Forever, we hope. Because we don't ever intend to change the Volkswagen's shape. We play by our own set of rules. The only reason we change the VW is to make it work even better. The money we don't spend on outside changes we do spend inside the car.

This system gives us an immense advantage: Time. We have time to improve parts and still keep most of them interchangeable. Which is why it's so easy to get VW parts, and why VW mechanics don't wake up screaming! We have time to put an immense amount

of hand work into each VW, and to finish each one like a \$6,000 machine. And this system has also kept the price almost the same over the years. Some cars keep changing and stay the same. Volkswagens stay the same and keep changing.



But, of course, the Beetle is far more than a functional collection of cylinders. It is the most popular car of all time. *(No it isn't. The Ford F-150, Toyota Corolla, Honda Civic, VW Golf, VW Jetta and VW Passat have all outsold the Beetle. However*

*these models have all been redesigned numerous times, so we can say - more specifically - that the Beetle is actually the most popular substantially unchanged design - Ed.)*

Roughly 21.5 million have been built to date, in 18 countries, from Ireland to Australia, via Nigeria, South Africa, Venezuela, Brazil, Belgium and the Philippines.

During that time, all but one of the car's 5115 current parts has been redesigned at least once - the sole exception being the retaining strip for the front bonnet seal, whatever that may be *(actually that got changed on the last Mexican Beetles too - Ed.)*

Safety and pollution legislation killed the Beetle in Europe, Australia and North America, but there are still 500 a day rolling off the production lines in Mexico.

It is, like the Big Mac and the atom bomb, one of the defining artefacts of the 20th Century and like them, it is laden with meanings and associations.

"If you talk to Americans about why they bought a Beetle," says Charles Ellwood, "it was a statement about themselves. The Beetle meant you were intelligent, thoughtful. The neighbours might have a huge car and a big garage, but you could use your money on other things."

The American advertising wizard Bill Bernbach created an ad campaign that deliberately played on the Beetle's lack of Detroit horsepower and chrome.

When the Beetle first arrived in America in the mid-50s, car advertisements showed air-brushed pictures of monstrous, fin-bedecked cars being worshipped by smiley, all-American families.

VW ads showed a car, usually in black-and-white, with self-deprecating headlines such as: "It may be ugly, but it gets you there." Another asked, "How does the snow-plough driver get to his snow-plough?"

At no point did the advertising pretend you were buying a car that would zoom you to your destination in luxury.

Even Neil Birkitt, assistant editor of VW Motoring magazine, admits: "In a 1300cc Beetle you're lucky to average 30 miles to the gallon and it's underpowered. So it has to be thrashed all the time. The Beetle is slow, noisy, slightly uncouth, but the imperfections are part of its charm."

Ken Greenley, head of the Vehicle Design Department at the Royal College of Art, puts the point more brutally: "It was bought by people who didn't like cars."

The very fact the Beetle did not conform to most of the criteria by which automotive sex appeal is judged meant that, as Greenley puts it: "It conferred authenticity. When you saw people driving around in a Beetle in the '60s, it meant they were sensible, logical and classless."

Like The Beatles, the Beetle managed to become immensely popular while remaining hip. Like the Beatles, it invaded America. When Greenley was working at General Motors in the late '60s, GM's design director Bill Mitchell banned Beetles from the company car parks on the grounds that it was disloyal and unpatriotic to drive them.

By then, though, it was too late. Beetles had become every family's second car and (in second-hand form) every student's first one. The Beetle was the car you drove to Woodstock, before peeling off those unisex flares and tie-dye T-shirts for a quick - and cramped - fumble on the back seat.

It was also the ultimate Third World car prized for its toughness, durability and mechanical simplicity. It hardly

ever went wrong, but if it did, you could pull into any village, anywhere and there'd be someone who knew how to fix a Volkswagen.

Because the Beetle was universal, it entered our collective memory.

"I was in Brazil a few weeks ago and I drove a Beetle," says Matt Gennrich, public relations head at VW's German headquarters.

"As soon as I got into the car, I remembered being 14 or 15 and stealing my mother's Beetle, spinning it, then going to my brother to come and help."

No wonder Volkswagen's press pack cheerily announces: "The Beetle has never been a child of sadness and to tell the truth it was really a jokester from the start."

Except that, to tell the truth, a jokester the very last thing it was at the start ... unless this is an example of that world-famous German sense of humour. For among the images that crowd around the Beetle are some which cast a bleakly iron shadow over the car and its new successor.

Here we have a machine that was advertised by a New York Jew, but produced at the behest of Hitler. It was driven by Sixties students, who regarded everyone to the right of Mao as Nazis, but created by people who were the genuine article.

The Love Bug was, in Ken Greenle; words: "A lovable little Fascist car."

Just as Audi's ad-line 'Vorsprung durch Technik' carried uncomfortable echoes of Nazi slogans such as 'Arbeit macht frei' (the words written above the gates at Auschwitz), so the Concept 1 is the means by which the design ethics of the Third Reich will survive into the next millennium.

*(This is utter poppycock. 'Arbeit macht frei' means 'work makes you free'. Audi's slogan means 'Advancement through technology.' It was first used by NSU, not Audi. The only things these two slogans share is that they are three German words! And the New Beetle is not a Third Reich design, it's a Golf Mk4 - Ed.)*

Around half the Beetles ever made came from Volkswagen's gigantic factory at Wolfsburg, or 'Stadt des KdF Wagens' (Town of the Strength Through Joy Cars) as it was less-than-snappily named when the Nazi government of the Third Reich first donated a parcel of land about 50 miles east of Hanover on the Mittelland canal for the building of a car works and a company town. The car that was built there, at least in the early years, was just as much a Reichswagen as a Volkswagen.

*(Wrong. The factory was not called 'Stadt des KdF Wagens' - that was the planned name for the new town on the other side of the canal. It was not actually built until after the war, and then to a different design. The factory itself was called the 'Volkswagenwerk' until the British took it over in 1945 and renamed it the 'Wolfsburg Motor Works,' and actually commenced Beetle production. The factory returned to the Volkswagenwerk name when it was handed back to the Germans in 1949 - Ed.)*

It had emerged from a meeting on January 17 1934, when Stuttgart-based, Austrian-born engineer, Dr Ferdinand

Porsche, discussed his plans for a European equivalent to the Model T Ford with officials from the Reich Ministry of Transport.

At that point, more than one in five Americans owned cars. In Germany, the figure was scarcely one in 50 and half of all road transport was still horse-driven.

Porsche's designs were not entirely original. In Czechoslovakia, the Tatra was a clear precursor of what he was proposing and in France, Citroen were already working on the 2CV, which had a similar silhouette and used the same air-cooled style engine to a similar, functional end. *(The Citroen was front-engine front-drive. Porsche himself had already designed small air-cooled rear-engined cars for Daimler, Zundapp and NSU, so modern-day slurs on his 'originality' are unfair - Ed.)*

But in Germany, Porsche's desire to make a car happened to coincide with a political need. The Reich needed cars to help extend Hitler's anticipated kingdom.

With the personal support and encouragement of Adolf Hitler - a name mysteriously absent from Volkswagen's official corporate history - the car was given full government support.

*(That's because Hitler had no further interest in the car, factory or town after the May 1938 foundation stone ceremony. The factory was funded by the KdF, not by Hitler. Mercedes was Hitler's favourite car, not Volkswagen. And the concern that was restarted from scratch by the British in 1945, and continued under Nordhoff from 1949, had nothing whatever to do with Hitler. Volkswagenwerk AG did not become a public company, with shareholders, until 1960 - Ed.)*

The testing and development of design was carried out between February 1936 and the end of 1937 under the auspices of the German Association of Automobile Manufacturers.

*(Nope. Porsche's VW prototypes had begun design and testing earlier. His Type 60 'V1' was under test by mid-1935. The 'V2' Cabriolet was completed in July 1935. February 1936 was when the first 'VW3' prototypes were built - Ed.)*

When the time finally came to build the new car, the project was assigned to the Deutsche Arbeitsfront, (German Labour Front) an organisation run by Robert Ley, a former industrial chemist from Cologne, who eventually strangled himself with a towel while under post-war arrest at Nuremberg.

Ley also headed the Ordensburg, or training school for Nazi bureaucrats, and Kraft durch Freude (Strength Through Joy), a sort of clean-living Club 18-30, which organised holidays with communal activities and mass exercise sessions for healthy, fun-loving party members.

Strength Through Joy began marketing the as-yet unbuilt wagen to the German volk, setting up a savings plan through which prospective customers could set aside five Reichsmarks a week towards the 1100 RM cost of the car.

About 170,000 Germans bought savings stamps to stick in their KdF piggy-banks, each decorated with a jolly picture of the car they were longing for, driving down a country road.

The Labour Front, meanwhile, organised the construction of a factory and the Town of the Strength Through Joy Cars.





It incorporated and bank-rolled the Volkswagen company and began presenting the new car to the press and public. It was English journalist Gordon Wilkins who, having covered the launch ceremony at which Hitler was guest of honour, first compared the new car to a "beetle on stilts."

In July 1938, the New York Times, with a distinct air of American superiority, nicknamed the Volkswagen the 'Beetle' and an unintended brand-name was born.

But before the car could take its rightful place in the market, the biggest supporter decided to invade Poland and all civilian production came to a halt (*civilian production never actually started - Ed.*), leaving a host of eager savers with no KdF to show for their five Reichsmarks a week.

A mere 630 KdF saloons were produced during the war years, all of which went to Nazi officers. Instead, the KdF was transformed into the Kubelwagen, the German equivalent of the Jeep (*and the Schwimmwagen, Kommandeurwagen and numerous other variants - Ed.*)

About 52,000 of these were built and, as Volkswagen's publicity explains: "The wartime vehicles proved their worth ploughing through both North African sands and snowy, muddy terrain in Russia." (*A further 14,280 Schwimmwagens were built, plus about 1,350 other variations of the VW, before all production stopped in early 1945 - Ed.*)

Official histories note the VW factory workforce during the war numbered 12,000, of whom 4000 were German. The rest, one must conclude, were slave labourers.

With the end of the war, the Volkswagen plant was in ruins and its workers bombed out of their homes.

Then Major Ivan Hirst, a British Army officer whose job it was to bring some sort of normality back to this part of occupied Germany, persuaded the town council to change the name of their home from Stadt des KdF Wagens to Wolfsburg (named after the nearby schloss (castle)).

The factory, such of it as still stood among the acres of rubble, became the Wolfsburg Motor Works. Eager to give the locals something to do, Hirst also dug out a couple of Beetle prototypes left over from the pre-war era and began the first rudimentary production. He obtained an order for 20,000 cars from the British Army and by the end of 1945 had built 1,785, mostly from cobbled-together spare parts and rudimentary pressed panels.

Hirst's energy and enthusiasm were not shared by all his countrymen (ownership of the plant was turned down by Rootes and Humber). Henry Ford also visited the plant, but returned to America empty-handed after Hirst, who was not

keen to see his baby falling into American hands, pointed out that the East German border was just a few kilometres away and the Red Army was just behind it. (*Rubbish. Ford chose not to take the VW plant for other reasons - the legal ownership complexities, the unusual un-American design, and that his advisers said it was 'not worth a damn.'* The Americans had just defeated the Germans and the Japanese and were not afraid of the Russians! Anyway, it was Henry Ford II, not Henry Ford - Ed.)

But the Russians stayed where they were and slowly Wolfsburg came back to life. By 1947, more than 10,000 Beetles had been built and the first cars had been exported to Holland.

Hirst, using principles developed by the British Army - which needed to keep its vehicles as roadworthy as possible, no matter where they were - helped re-create the pre-war network of dealers. Many renewed their original contracts, insisting they provide utterly reliable after-sales service. (*Incorrect. In reality there were no pre-war VW agents, as the KdF-Wagen never went on sale to the public. A proper network of German VW dealers was not established until the late 1940s - Ed.*)

Fifty years on from its rebirth, Volkswagen, like many German companies, is discovering that Germans have priced themselves out of the labour market (*Rubbish. VW makes two million Golfs, Polos, Passats and Transporters in Germany every year in more than half a dozen factories, using highly skilled labour, efficient automation and sophisticated robotics - Ed.*)

The Concept 1 will be made in Mexico, from where it will make its initial assault on the American market by 1997 and a year later the rest of the world.

Volkswagen plans to produce a car that can be sold at an affordable price, in the \$20,000 to \$30,000 market range in Australia (*It actually went on sale in 2001 at \$35,690, and an extra \$2,000 for the auto version - Ed.*)

But a marketing plan remains unclear. They do not even know what the new model will be called.

Although the official name for the first Volkswagen was and remained Type 1, VW were more than happy to pick up the nickname given to it by the public and refer to it, for sales and promotional purposes, as the Beetle. (*Wrong on several levels. 'Type 1' was the VW internal designation only; the car was never promoted or sold by that name. It was officially sold as the 'Volkswagen 1200,' 'Volkswagen 1300,' 'Volkswagen 1500' and so on. In Australia only the last 1976 run-out model was officially sold as the 'Beetle.' - Ed.*)

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Now they are hoping the same will happen with Concept 1 and are waiting for the first suggestions. What they need is something that harks back to the car's heritage, while suggesting innovation and improvement. (It was of course eventually called the 'New Beetle'.)



Volkswagen New Beetle



The need to look in two directions is also causing problems. There is, one source suggested, some conflict within VW between those executives who think they should only look to the future and those who believe it would be madness not to exploit the brand strength built up in the past.

Executives in the UK and Germany stress that VW is not a sentimental company. It sells its products on the basis of high standards, solid construction and reliability and will not trade on misty-eyed nostalgia. Today's drivers will insist on the driving standards they expect from contemporary cars, not those they put up with 20 years ago.

But research has shown that the main market for the Concept 1 will be among over-40s eager to revive memories of their youth, and under 25s, who see it as fashionably retro.

Jorian Murray, Volkswagen's account executive at their London advertising agency, DDE Needham, confidently asserts: "We'll be talking about the benefits of the car today, not, 'if you loved it then, you'll love it now'."

Either way, Ken Greenley is not convinced the car has a long-term future.

"I don't lust after one myself. It looks to me like one of those cars whose appeal doesn't last very long. What you see is what you get, there's no sophistication that grows on you.

"It's a bit like the Renault Twingo. When people first saw it, they went 'Wow' because it was so different. Now, when you see them en masse in Paris, they just look gauche."

For real, die-hard Beetlemaniacs, the Concept 1 is, in any case, an act of apostasy.

Howard Cheese is the secretary of the Mexican and Brazilian Beetle Registry, a man committed to the wonders of the original Beetle.

Do not talk to Howard Cheese about the Concept 1 and suggest it might be a Beetle. He loathes the new car's "tiddley-arsey" wheels. He despises the fact the engine is in the front, when it should be at the back; that it is water-cooled, when it should be air-cooled.

Has the Concept 1 got anything in common with a Beetle? "No, so don't call it a Beetle," says Cheese. "Volkswagen build the Beetle now. If you want a Beetle, you can buy a new one (from Mexico) just like you've been

able to buy it since 1946."

Mike Rutherford is not dissuaded by such talk. "I'm paying for the bloody thing and I don't owe them any favours, but I think Volkswagen have hit the nail on the head."

That's why he and many others have placed their orders in advance. That is something that hasn't happened at Volkswagen since they first introduced the Beetle, and 170,000 pre-war Germans started saving for their Strength Through Joy Car. Not, it must be said, that it brought much joy to them.

*(True, they never got their KdF-wagens, but in 1961 the VW company voluntarily agreed to pay each KdF saver a choice of 100 DM in cash, or 600 DM towards the cost of a new VW. The pre-war saver funds were not used in the German war effort - they were banked in Berlin and seized by the Russians in 1945. Also, tens of thousands of Passats, Golfs and Sciroccos were pre-ordered before their introduction in 1973-4. Most new VW models are introduced to a hefty waiting list - Ed.)*

David Thomas

*(Howard Cheese was right. The New Beetle was a sales failure in every market except North America. It was introduced to Australia in 2001, and only 8,810 were sold in 12 years before it was discontinued. The much more efficient Golf outsold it by more than 25 to 1 in that time. For four years straight there were no New Beetles entering the car show at the VW Nationals, so the 'Best New Beetle' category was discontinued from 2016.*

*Australians bought more Volkswagens than the British did, from 1954 up until the mid-1960s, in spite of having only a fifth of the UK population. Australia had its own Volkswagen factory; the UK did not. It is annoying to see British journalists such as Mr Thomas attempting to 'rewrite' VW histories with only the most basic grasp of historical facts, relying instead on dubious VW folklore - Ed.)*

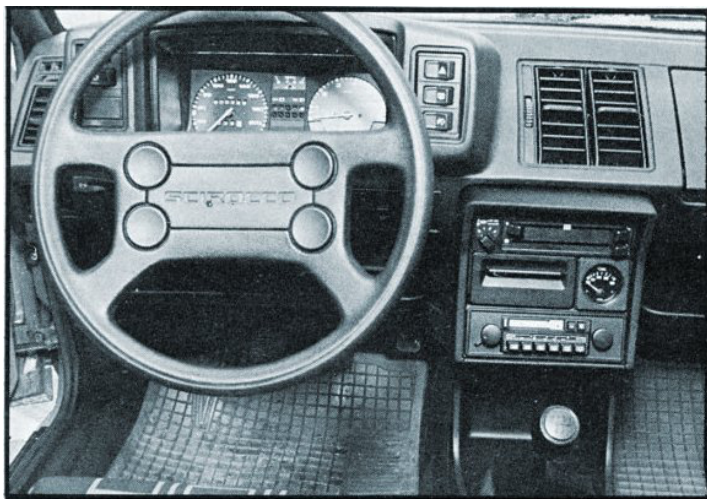
## The new Scirocco.

Extra urge takes a back seat as Volkswagen's re-skinned Scirocco breezes in with the emphasis firmly on economy, looks and greater cabin room. Jerry Sloniger reports

*Wheels magazine, May 1981*

A new Scirocco which couldn't melt the snows of Wolfsburg with its fresh appeal would be a poor bet indeed -





*Four-spoke, sporty wheel with horn buttons, flat dash with lift-lid glove box, clear dials, new vents.*

but Volkswagen has scant cause for worry. Its first new 2+2 shape in seven Scirocco years is smoother, roomier, less thirsty and more visually impressive. It's also heavier.

What you see is what you get in this second-generation Scirocco. Underneath an entirely new skin, designed in Wolfsburg under Herbert Schäfer, there is the familiar chassis and choice of engines: 1.3 litre/45 kW, 1.5/52 kW, 1.6/64 kW or 1.6/82 kW. These are backed by a four-speed manual gearbox for the baseline L/GL, that or optional 4 + E manual (or the middle pair, and a short-ratio five-speed manual for the GTI. An automatic is also available for the 52 and 64 kW versions. Wheelbase, track and suspension by front wishbones and rear torsional-beam axle remain unaltered apart from the spring/shock rates, which were adapted to the increased weight.

Whereas all four versions are 2-5 km/h faster, thanks to better aerodynamics, they are also half a second or more behind in the 0-100 dash owing to weight increases of 50 to 95 kg. The only exterior dimension changed by more than a fraction is length, increased by 165 mm to 4050. This allows an extra 18 mm in rear head-room and boosts boot length by 95 mm.

A more important new number is the Scirocco's drag coefficient of 0.38, down from 0.42 thanks to rounded corners, a deeper front spoiler, rain gutters set into the roof and a higher tail graced by a lip set part-way up the glass where it does proper things for air flow but little for looks. GT models have a 'Scirocco' script below it.

Trim levels now start with L; there is no stripper. All versions come with halogen headlamps, laminated screen,



reversing and rear fog lamps, heated rear pane (rear wiper is optional, however, since VW insists it is no longer needed) and folding luggage cover. Boot space is only slightly bigger with the rear seat in place and 4.5 per cent greater with the seat forward. Full-foam seats are covered in special-pattern material.

GL-and-better models offer four-spoke steering wheels with four horn buttons, live dash colours to match the paint, tachometer and digital clock. GT means black trim, sports seats with height adjustment and oil thermometer. All the models have VW's latest upshift light and Econometer. While they don't offer stop-start you can have all other new economy features by ordering a middle model with 4+E (a tall fifth ratio) gearbox.

During a brief trial on VW's test track, in a February snow storm, it was still clear the car feels more solid now, although VW's claim of 60 per cent less lift owing to the new spoilers will need finer weather to confirm.



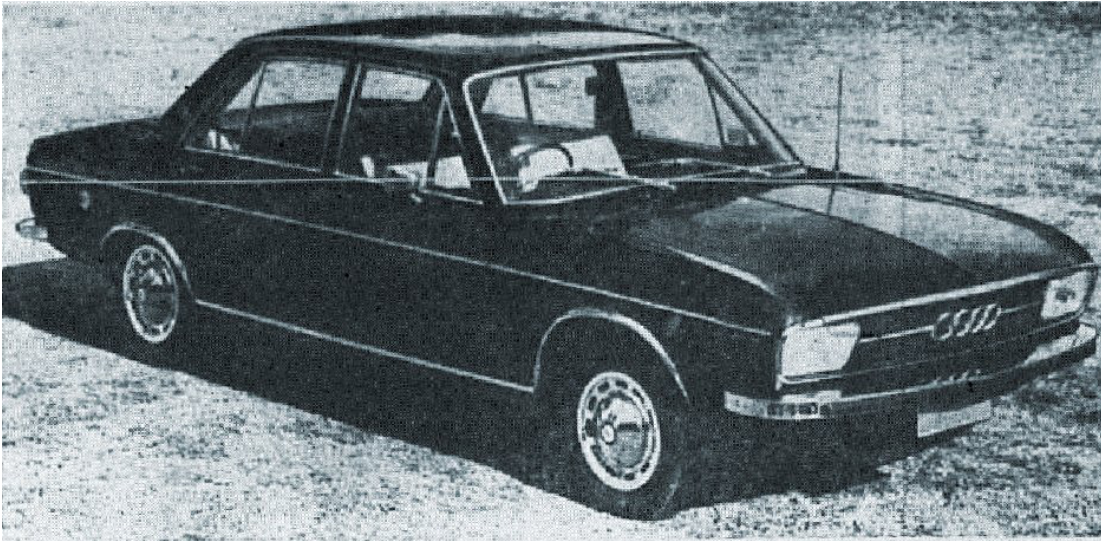
*Noticeably taller tail with spoiler where it works but adds little to looks. Script on GT models does reduce add-on effect.*

The Scirocco has moved half a class up-market and should have no difficulty maintaining the 0.5 to 1.3 per cent sales share (depending on market) its predecessor enjoyed in the VW world. There is no chance, however, of it being sold in Australia given that imports of the Golf and Passat have now ended.

In Europe though, it also serves - as did the original Scirocco - to indicate directions for the next Golf line-up, due to arrive in 1982.

The second-generation Scirocco debuted in Germany in 1981, assembled again by Karmann of Osnabrück, and was sold across Europe, the UK, and the USA and Canada. It was sold in a wide variety of models for different markets, from the base L and CL up to the LS, GLS, GTX and GT 16V. Limited Edition models such as the Storm, California, White Cat and Wolfsburg editions were also sold with special colours, wheels, trim and extra accessories. Over 291,000 Mk2 Sciroccos were sold by 1992, when it was effectively replaced by the more upmarket Corrado. The 3rd generation Scirocco would not appear until 2008.

The 1981-92 Mk2 Scirocco was never sold in Australia.



## Audi 100 has an aura of dignity.

*The Sydney Morning Herald, Monday 27 September 1971*

Few cars more elegant than the Audi 100 LS automatic saloon have been released this year in Australia.

Comfortable almost to the point of perfection, the five-seater Continental marque is a combination of stateliness and sportiness.

It has a powerful but virtually silent engine, a superbly smooth transmission, and a suspension which makes bumpy roads feel like they were surfaced with foam rubber.

The automatic model supplements the four-speed manual version introduced late in 1969.

Despite the time-lapse between the release of the two cars, the styling is unchanged and will remain modern for quite a few years.

Praise for evolving such an outstanding vehicle belongs to some of Europe's most prominent manufacturers.

These are Auto Union-Audi, Mercedes-Benz, Porsche and Volkswagen. Each combined its resources to develop the car.

The Mercedes-Benz influence is obvious in the body design, particularly when the car is viewed from the rear.

Other attributes from the developers include the moderately-sized power plant designed for optimum performance and efficiency, advanced handling standards, stability and safety.

In Australia, the Audi is marketed through the Volkswagen dealer network which has servicing facilities in all major centres.

It is quite reasonably priced, with the manual model costing \$4,995

and the automatic \$5,445.

Mr Bill Olsson, the national sales manager for Volkswagen Australia, recently returned from a world study tour and found the automatic Audi more popular overseas than the manual.

Because of fond memories of the manual version tested 18 months ago, I found such a situation difficult to comprehend. Then I drove the automatic and found why.

The manual model is

more suited to the sporty driver and will cruise at speeds in excess of 100 mph (160 km/h). The automatic, while still capable of a high cruising speed, is tamer and more suited to town driving.

The three-speed transmission, developed by Volkswagen, is ideally matched with the four-cylinder engine. The power unit, with a capacity of only 1,760cc, develops a mighty 115 bhp (86 kW) at 5,500 rpm and 119.1 lb/ft (162 Nm) of torque at 3,200 rpm.

At no stage does the engine become noisy, while it is absolutely silent at idling speeds. It passes its power to the front wheels through the smooth transmission, which has a short selector mounted in a floor console.

The lever has to be raised over a hill to the reverse and park gates, while the engine will only start when the lever is in neutral. This layout prevents the driver inadvertently engaging the wrong gear.

Even with an automatic transmission, the car is quite lively and will move quickly away from the traffic lights, often leaving more powerful vehicles standing.

Under heavy acceleration, the gears will chance up through the transmission from first at 40 mph and 68 mph (64 and 109 km/h), while it is possible to hold them manually to 46 mph and 77 mph (74 and 124 km/h) before the engine reaches its peak.

Visibility, all-round from the driving seat, is well above average, because of the sweeping sections of glass, thin roof pillars and low window sills.

Typical of front-wheel-drive cars, the Audi is quite manoeuvrable at low speeds and has a pleasantly light steering system.

The steering wheel is larger than usual and required 3.7 turns to bring it from lock to lock. This allows the car a handy turning circle of 35ft (10.7 m) between kerbs.

Barry Seton drove during our performance tests and considered the car had lost little of its touring character even though the gear box had been

### DETAILS AT A GLANCE

**PRICE:** Fully imported, \$5,445.

**PERFORMANCE:** Maximum speeds in gears: Top, 99 mph; second, 68 mph; first, 40 mph. Standing quarter-mile, 19s. Petrol consumption during test, 27 mpg.

**ENGINE:** Front-wheel-drive, four-cylinder of 1,760 cc (107.4 cu in) developing 115 bhp at 5,500 rpm and 119.3 lb/ft torque at 3,200 rpm. Bore, 81.5 mm (3.21 in); stroke, 84.4 mm (3.32 in). Compression ratio, 10.2 to 1. Solex twin-choke downdraught carburettor. Full-flow oil filter; paper-element air cleaner.

**TRANSMISSION:** Three-speed, automatic, floor selector and console.

**BRAKES:** Dual circuit, discs of 11.02 in diameter at front; drums of 7.87 in at rear. Vacuum-boosted. Pedal pressure for 0.5g stop from 60 mph, 28 lb.

**STEERING:** Rack and pinion, with 3.7 turns from lock to lock. Turning circle between kerbs, 35ft.

**BODY:** Four-door, five seater, large boot. Welded frame.

**SUSPENSION:** Longitudinally mounted wishbones, coil springs, telescopic dampers, transverse stabiliser at front; rigid axle with stabiliser, transverse torsion bars, double-acting dampers at rear.

**DIMENSIONS:** Overall length, 15ft 2in; width, 5ft 8in; height, 4ft 7.9in; wheelbase, 8ft 9.3in; tracks, 4ft 4.9in and 4ft 8.1in; clearance, 7.7in. Tyres, 165 SR 14 radials. Petrol tank, 12.8 gals. Kerb weight, 21 cwt.

replaced by an automatic transmission.

The car cruised efficiently, with all wheels firmly gripping the roadway, at speeds of up to 93 mph (150 km/h). Most corners were rounded without any tendency for the front or rear wheels to slide. But, as expected, a light understeer developed when the car was hurtled far too quickly into exceptionally tight bends.

It tackled hills in its stride and could be 'kicked-down' from top at speeds of up to 65 mph (105 km/h) for extra pulling power.

The complex suspension provided a superbly cushioned ride on most surfaces, although some harshness reached the occupants when the road wheels struck really bad corrugations.

However, during quick trips on good roads, the car seems to float on sponge-rubber.

Under heavy acceleration, it recorded some excellent times on our private test track. From 0 it moved to 50 mph (80 km/h) in 9.8 secs, while it flashed from start down the quarter-mile stretch of straight track in 19 sec.

The overtaking times in gears, listed, revealed a steady flow of torque.

Second

20 to 40 mph, 6.5 sec

30 to 50 mph, 6.9 sec

40 to 60 mph, 7.6 sec

Top

20 to 40 mph, 8.8 sec

30 to 50 mph, 10.6 sec

40 to 60 mph, 10.3 sec

During the test, the car averaged 27 mpg of petrol (10.4 L/100 km) - an excellent figure considering the heavy going. Under more usual circumstances, it would average about 30 mpg (9.4 L/100 km), allowing a touring range of 384 miles (618 km) with the 12.8 gallon (58-litre) tank topped up.

The brakes - vacuum boosted front discs and rear drums - were at all times reliable, stopping the car in line and with little fuss.

The system has dual circuits and a transparent fluid reservoir.

From the time the pedal was jabbed at 30 mph (48 km/h), the car took 30ft (9.1 m) of roadway in which to stop, while a stop from 60 mph (97 km/h) took 143ft (43.6 m).

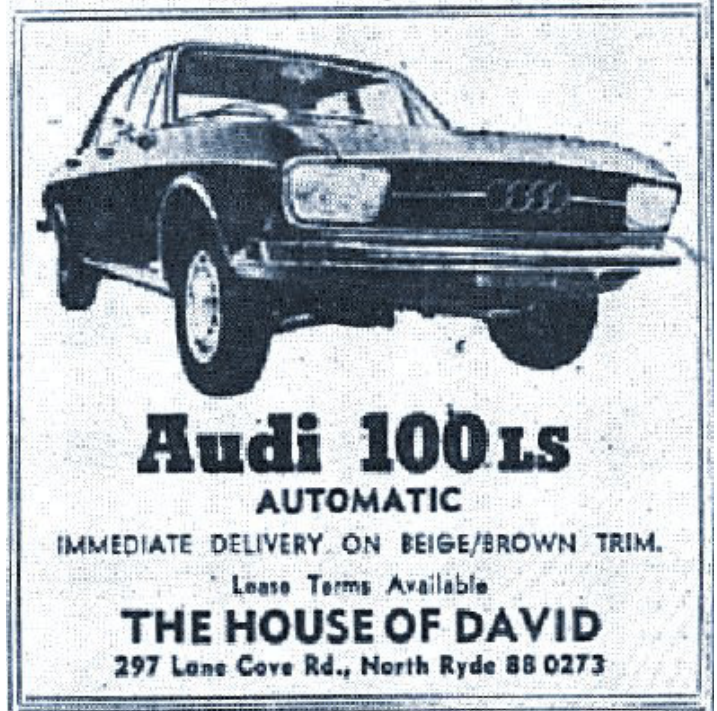
Pressure on the brake pedal rose from 28lb to 50lb (12.7 to 22.7 kg) during a series of stops from 60 mph in rapid succession. There was no sign of the brakes fading and it was obvious they would have survived quite a few more punishing brake applications.

The neat and spacious interior of the Audi 100 LS is certainly one of its finest assets and would impress the most pampered motorist.

The two bulky front seats are contoured, have shoulder-high squabs which recline, and can be slipped fore and aft.

There is a pull out armrest in the centre of the equally comfortable rear bench. All doors have armrests and grab-handles are placed above all but the driver's door.

Few cars offer a more comfortable driving position. The steering wheel, with its padded, T-shaped spokes, is



centred in a cluster of clearly-marked instruments and controls.

The panel is surrounded with crash padding and dressed up with genuine oak veneer. There are two main dials, one for the speedometer, odometer and tripmeter on the left and the combination fuel and temperature gauges and warning lights for oil, alternator, indicators and headlamps on the right.

Set between these are two smaller dials which house a clock and a blank which can be fitted with an optional tachometer, although this is not available in this country.

Rocker switches for the lights, windscreen wipers and hazard warning system are set around the steering column. The column has a locking mechanism which operates when the ignition key is removed.

Pressure on a button at the end of the trafficator stalk sprays the windscreen with water and prompts the wipers to make a single sweep of the screen.

One of the most sophisticated heater-demister systems, with six sliding controls, is set in the centre of the dashboard.

In operation, it draws a flow of fresh air into the car through 16 apertures at the base of the windscreen and extracts the stale air through 22 slots in the rear. It allows a complete change of air inside the cabin every 15 seconds.

The switches control the flow of air to the floor and screen, supported by booster fans, and a heater.

The ashtray and cigarette lighter are exposed when a drawer is pulled out. Small parcel shelves are set beneath the panel, while a glovebox, with its own light, drops down from the panel on the passenger's side.

The floor console has a deep tray for sunglasses or cigarettes. Luggage space in the boot is sufficient for as many suitcases as a family would require at holiday time.

The car was made available for the test by Volkswagen Australia Pty Ltd, the distributor.

Phil Grose



## Köster's Beetle - a proven masterpiece.

*Gute Fahrt magazine, Germany (1990)*

Among the most interesting special bodies based on the Beetle are the so-called masterpieces: cars that were built for master craftsman examinations and evaluated by an examination committee. One of these masterpieces, a roadster, comes from Köster from Godesberg.

Johannes Köster, master body builder and owner of a long-established body shop in Bad Godesberg, began work on his masterpiece in 1952, a 2 + 2-seater roadster with Beetle technology.

Prior to this, after completing his apprenticeship in his parents' business, Köster had volunteered at the respected bodywork company Hebmüller in Wülfrath near Wuppertal, where he gained further knowledge and experience for the upcoming master craftsman's examination in Cologne.

Köster's Beetle, a formally well-designed vehicle, was initially created on paper. According to the old tradition of craftsmanship, Johannes Köster made a detailed drawing on a scale of 1:1 based on templates and sketches. The plan, consisting of an elevation, side view and floor plan, was created then hung in the workshop and served as a template for the construction of the body, much like the architect's drawing when building a house. The body was created piece by piece in a complex manual process. A welded tubular steel frame served as the substructure. The pieces of sheet metal, worked by hand on the block of wood, were adapted to the frame structure and welded together. Hoods and doors were made in a similar way.

Johannes Köster spent almost all of his free time after work and on weekends in his parents' business so that he could work undisturbed on his masterpiece. After a good two years, the time had finally come: Köster's Beetle was accepted by the examination board. Johannes Köster received his master's certificate.

The custom-made product was essentially based on the technical components of the Beetle. The chassis, engine and transmission came from an accident car, a 1951 standard model. The all-steel body - part of the steel skeleton that was no longer needed had been removed - was bolted to the prepared Beetle chassis and even welded to the underbody in some places. Everything worked smoothly, only the shift gate and the pedals had to be moved.

Initially, the standard air-cooled 1.2 litre boxer engine with 25 hp served as the drive unit. This meant that the Köster Beetle, which weighed around 900 kilos, was simply underpowered. Köster then installed the more powerful 70 hp engine from the Porsche 356 at the time with a displacement of 1.5 litres. Motorized in this way, Köster's roadster was a good 140 km/h fast.

The hand-driven body consisted of 0.88 millimetre-thick sheet metal, in

places 0.75 millimetre thick. The bumpers, converted Beetle bumpers, were heated over the forge and brought into the desired shape.

While the chassis could be taken over from the Beetle largely unchanged - Köster had only replaced the cable brake with the more effective fluid pressure system, as also used in the export Beetle - the other parts came from other vehicles. The rear window of the contemporary Ford 12 M served as the windshield. The chrome-plated window frames of the (fully retractable) side windows were left over from the conversion of an Adler Autobahn type limousine. The door handles were from a Pontiac.

Externally, nothing reminded of the Beetle. The front end resembled that of the Ford 12 M or the Opel Rekord. The radiator grille consisted of bumper horns lined up next to each other. The hubcaps, which looked like spoked wheels, were, however, mere dummies from the aftermarket.

In 1958 Johannes Köster sold the Beetle to an interested customer who drove the car until 1972.

In 1964 the body had to be repaired in Köster's workshop after an accident and was given a new front section on this occasion, again as a masterpiece by four master students who re-bodied the front of the car according to Johannes Köster's drawing. The car also got a new chassis, namely the slightly wider platform of the VW Type 3 (VW 1500/1600) with the flat engine typical of this model series.

"When changing a tyre," Johannes Köster remembers with a smile, "you had to let the air out of the tyre in order to be able to change the wheel."

Unfortunately, Köster's beetle conversion did not survive. At the beginning of the 1970s, the car was scrapped at an old car collection point on the Ahr.

Hans Joachim Klersy

## Volkswagen Vento GL.

*Wheels magazine, September 1995*

Some Europeans suffer a rough crossing to Australia and VW has been no exception. Most famously, the Golf VR6 arrived laden with declarations of love from Britain only to have its chassis unexpectedly fooled by Australian roads.

The Passat VR6, ageing in Europe since the mid-eighties, is easily outclassed by a new Audi with a litre less and two cylinders fewer.





## The new Vento.



This latest arrival, the Golf-with-a-boot Vento (previously called the Jetta in Europe), has also become background furniture in Europe. It was widely praised upon its 1992 Euro launch, but how good is it three years later on the other side of the world?

Well, not bad is the short answer. The \$33,090 2.0 GL (\$35,160 for auto) is the only variant coming here. Its lineage is plain to see: much of the sheet metal ahead of the C-pillar is pure Golf. The addition of a deep boot fails to add elegance to the hatchback's dumpiness, and shop trolley 14 inch wheels don't help.

Nevertheless, said boot is big - 550 litres (growing to 850 when the 60/40 split rear cushion is folded forward) - a great gulp which inhales some of the rear seat room. Headroom is good but those who appreciate it most will be digging their knees into the front passengers' kidneys.

Up front, there is plenty of space and the firm, velour-covered seats adjust in a useful range of directions. Some colour options suffer the typically VW anthracite facia - now looking very dated - but others are in a lighter, more restful two-tone. The plain, logical arrangement is almost identical to



the Golf's. Standard equipment includes central locking, electric front windows, two bags and air-con.

The Vento's 85 kW 2.0 litre engine, shared with the Golf GL (and sourced from the Euro eight-valve Golf GTI), is pretty useful in a car this size. It can be ridden on the Newton metres which gather in the mid-range revs around a peak of 166 at 3200 rpm. While it is not always very refined - both examples driven were very unsettled at idle - it evens out once the revs are off the floor, but then grows harsh near the



5400 redline.

But where the Vento makes most friends is in its ability to combine its flexible power with a poised chassis. Sharply focused, well weighted, communicative steering makes it easy to place on the road, and well controlled suspension responses have you looking for indirect routes home. It rolls, but the passive rear steer suspension smooths the weight shifts and it all feels fluid and predictable. The ride is tauter than the roll would suggest, but it's well short of feeling harsh.

The slick-ish five-speeder is complemented by well weighted clutch and throttle pedals, but piggy in the middle is the brake pedal which feels out of the action; it always



delivers on time though you often think it won't.

So the Vento is still thoroughly capable, but it won't pass for new - not in Protege territory. It's versatile and well-made, feels and looks solid, performs and handles well, is not badly packaged and has a lot of carrying space.

However, it shows its age in a slight quality shortfall, betrayed by running noise and a couple of cabin rattles and squeaks. It looks bland front and rear and sit-up in profile (for which the bolt-upright B-pillar is to blame).

How good it looks reflects how good it feels: after a drive which has shown off its dynamic flavours, the Vento doesn't look bad. Slightly Q-car, perhaps. But should it ever earn your disfavour, you might find yourself muttering "and which idiot designed that boot?"

# Who Are America's Worst Drivers?

*Popular Science magazine, January 1957*

There is a young man in your neighbourhood who is the worst menace you can encounter on street or highway. He is single, under 25 years old, and possesses an automobile driving license.

This young man is a statistic - but he is frighteningly real. He may be any young, un-married male in the 15-to-24-year age group. Your own son, relative, friend or neighbour's boy in this group may well be a top-notch driver; most young people can handle a car with skill and judgment. But hidden in this 'single, male, under-25' bracket is a small number of young men who are by far the nation's most dangerous drivers.

Even if you are lucky enough never to meet one of these maniacs on the highway, he may be costing you money right now. He certainly is if you have a son - or are yourself - in that bracket, no matter how careful a driver.

The following announcement, for a Southern state, by the National Bureau of Casualty Underwriters, is typical of the rate-change notices on automobile-liability insurance that they have been sending out practically every month lately, affecting one state after another:

"Cars owned or principally operated by unmarried young men under age 25 are classified as the most hazardous class of private passenger-car risks. The rates for these cars are increased, and the increases range (for the 'basic limits' policy: \$5,000, \$10,000 and \$5,000), from \$16 to \$54, according to territory."

Insurance companies don't set their rates by crystal balls; they reach deep into statistics and come up with cold facts. The evidence against the wild young driver is shattering - and if you know many young people, the likelihood that one of them is a potential highway killer is distressingly real. This small percentage has swelled the accident record for their entire group alarmingly.

In Minnesota, drivers aged 15 to 24 had 214 fatal accidents in 1955. This compares with 152 for the 25-to-34 group, and 103 for the 35-to-44 group.

In Arizona, the Traffic Safety Division reports that the 15-to-24 age group drives only one-half to one-third as many miles as the 25-to-34 group. But the younger drivers have more accidents: in 1955, 8,131 as against 7,574.

In New York, a 1952 survey

showed that 12% of all licensed operators in the state were under 25. But they piled up 21% of all the fatal accidents that year.

You may pay more for insurance next year, if your son is in the single-under-25 category or you are in it yourself. The record is so bad that many insurance companies see small profit even in the present high premiums for young male drivers. Says one insurance executive: "You can't refuse a man insurance just because he's single and under 25, but we'd sure like to."

In most regions, a car owned or principally operated by a young man takes an insurance rate at least double that of a family car driven by older folk. The National Bureau of Casualty Underwriters is campaigning to boost this to triple the older drivers' rate.

Why is this group considered the most hazardous insurance risk? Why must a young bachelor pay more than a married man the same age?

Rate makers feel that marriage tends to calm a man down. A new husband is likely to have a growing sense of responsibility, especially if he has or expects children. His wife will probably take a proprietary interest in him, even to the extent of reining him in if he forgets his new status.

Why aren't girls of this group in the same class? For one thing, they drive less than men. Also, there are a lot fewer females in this age bracket at the wheel. According to a recent study in Akron, Ohio, by the American Automobile Association, 30 out of 100 drivers under 25 are female. But

they account for only nine per cent of the accidents.

The National Safety Council and most psychiatrists agree that the chief reasons for the young male driver's record are psychological. "Reminds me of a horse-trading story," says Prof. A. R. Lauer of Iowa State College's Driving Research Laboratory. "A buyer brought a horse back, complaining that he was blind and walked into trees. 'He's not blind,' insisted the seller. 'It's just that he doesn't give a darn.'"

It's normal for a young man to be more venturesome than his sister. Sports and the necessity of making a living put a premium on a certain amount of male competitiveness and aggressiveness. Says Herbert J. Stack of New York University's Centre for Safety, "A boy wants to run faster or hit harder than the next. A girl wants to be more beautiful or dance more gracefully."

Once behind the wheel, a teen-to-24 driver feels an urge to show off his skill and daring, Dr. Lauer's work indicates. This urge seems to be strongest when the car is full of passengers. Police say that some of the most dangerous cars on the



road are those packed with young people. "When they start horsing around," says a New Jersey official, "the same boisterous behaviour begins to show up in the driving."

The percentage of accidents in the under-25 group that have fatal results

indicates that speed or highway horseplay, rather than inattentiveness or lack of skill, is a major fault of these young drivers. Among older Connecticut drivers (26 to 35) one accident in 142 killed someone in 1955. For the 16-to-25 group it was one in 97.

One teenager interviewed in a Cities Service Co. poll said that a car gives the average young fellow "a new-found sense of power." Ordered around all his life by adults, he may let his urge for independence run rampant when he takes command of a machine far more powerful than himself. He may use the car to bully his elders.

But these same elders may have to share the blame.

Arizona's highway chief, Charles Pemberton, points out that many adults set a bad driving example. "Children will take the same liberties as their parents," he says, "with the added daring of youth but without the benefit of the oldsters' experience."

There is no shortcut to experience. It takes years of observing accident statistics, and perhaps the awesome close-up of a bad smash, to impress a driver with the killing power of an automobile. "The best kind of driver is probably one who is a little scared," says William Corgill of the Association of Casualty and Surety Companies. "Young men just haven't had time to get scared enough."

What can be done to make young men safer drivers? They have developed one effective means themselves - the hot-rod club. Such clubs put emphasis on mastering both the automobile and its handling on the road. They fine or even expel members for traffic violations.

The city of Flint, Mich., has set up a revolving jury of 20 teenagers. They are given time off from school to hear traffic cases involving drivers of their own age.

The National Road-E-O is a country-wide organization sponsored by the U. S. Junior Chamber of Commerce. Its activities include locally sponsored driving contests leading up to an annual championship drive-off.

According to most safety authorities, nothing takes the place of expert driver training, whether individual or classroom instruction. A check of 1,500 Massachusetts teenagers showed that untrained drivers had nine times as many reportable traffic violations as those with class training. In a Delaware sampling, 79 per cent of drivers without formal training had violations on their records; less than 20 per cent of those with training had violations.

If you're a parent, by all means encourage your boy to take driver training. Point out that good sportsmanship on the road is just the opposite of football-field competition. Make

**Only 15% of U.S. drivers are under 25 years old . . .**



*Source: Driving Research Laboratory, Iowa State College*

**. . . but this group is involved in 27% of fatal accidents**



*Source: The National Safety Council*

fair but firm rules governing the use of the family car; don't whitewash even parking tickets - a youngster who parks with abandon may drive the same way, at far greater risk. Be adamant about his mixing drinks with driving - nobody is too young to feel the effects of alcohol. Try (and this can call for superhuman tact) to keep your boy out of cars driven by other young men with a record of violations; apart from the danger of being a passenger in such cars, bad driving habits can be catching.

You should watch yourself, too, for the very same reason. Remember, you have several years of experience on the younger fellow; imitation comes easy, but the skill that may let an older driver 'get away with it' isn't in the young one yet. Says a New Jersey police official: "It's not enough to say 'be careful' when you hand him the car keys. You have to drive carefully yourself, impress on him that speeding and show-off driving are juvenile, while care and consideration are marks of a grown man. Above all, make it clear that driving is a privilege, that when the state grants him a license, it is because he is considered fit to be trusted with human lives."

Max Gunther

#### **Connecticut Governor Comments on This Article**

Unless the present trend is checked, motor-vehicle accidents will cause half a million deaths in the U. S. in the next decade.

Frank articles such as that being carried by Popular Science this month will bring about an awareness of the highway safety problem.

We must impress on parents and young people the fact that drivers under 25 have the highest accident rate.

Our young people must be trained in safety, and this training must start in the home. Secondary schools, through driver-training courses, can play a major role in formulating good driving habits. Teenagers who have had driver training compile far better records than those who have not. If every secondary school in the country offered a driver-training course - and if all parents emphasized the need for proper driving - we would be going a long way towards developing responsible drivers for the future.

The Hon. Abraham Ribicoff, Governor of Connecticut  
Chairmnn of Traffic Safety Committee, National  
Governors' Conference



## '43 VW Schwimmwagen vs. '43 Ford GPA.

*Motor Trend Four Wheeler, August 2013*

Water barriers are the perennial military problem. Crafty armies develop ways to cross them in places the enemy least expects. When motor vehicles entered the military scene in the early 1900s it didn't take long for someone to figure out how to make them float and use them in battle. By the onset of World War II, amphibious vehicle technology was well understood, but neither the German nor American armies had amphibians in inventory. This required each country to develop them according to their operational needs.

The two main amphibians developed for the American army were the legendary American 2 ½ -ton GMC DUKW 6x6 "Duck," probably the most successful amphibian of WWII with over 21,000 built (the Australian Army used 535 of them), and the 1/4-ton Ford GPA (12,700 made). The Germans had little need for large amphibians, but the Volkswagen Type 166 Schwimmwagen became their primary scout vehicle and had amphibious capability. With 14,265 built from 1942-44, the Schwimmwagen actually outnumbered the Ford.

Today, both the GPA and the Schwimmwagen are incredibly rare and valuable. Finding two of them swimming together in one place, and at one time, is a once-in-a-lifetime event. We can all thank the owner of both vehicles, Richard Saft and the Kubel Korps USA, for this opportunity - Saft for



bringing them together for serious play and the KKUSA for making that possible by having a great annual members-only event.

### 1943 PKW Type 166 Schwimmwagen

Ferdinand Porsche was directed to begin militarizing the VW Beetle for the war effort in 1938, and the Type 82 Kubelwagen was in production by 1940. Four-wheel drive was developed for the Type 82, but deemed nonessential for production models. Instead, smaller numbers of more capable 4x4 scout vehicles with amphibious capability were ordered.



The first Porsche-designed amphibian was the Type 128 of 1941, but structural troubles with the unitized body (with standard Kubelwagen wheelbase) led to the shorter and narrower Type 166. Large scale production began in the summer of 1942 and the 166 was issued primarily to armoured units as a scout vehicle. It utilized the four-wheel-drive system developed for the Type 82, delivered superior cross-country ability and wasn't stopped at the water's edge.

The Type 166 was extensively used on all fronts, the Russian in particular, where rough terrain capabilities were valued as much as floatability. The Type 166 was designed to carry four fully-equipped troops and could mount the feared MG-34 machine gun.



Schwimm running gear is very familiar to air-cooled Vee-Dub parts. The archetypical transverse torsion bar front axle was augmented with half-shafts and a differential driven by a jackshaft from the transaxle in the rear. There is no low range in the familiar sense. Four-wheel drive is engaged at any



speed, but there is a separate creeper gear that takes the place of low range. ZF automatic lockers were mounted in both diffs. The Schwimm's air-cooled flat-four made 25 hp from 1131cc, a larger and more powerful version of the Kubel's original 985cc 23.5 hp engine. The Schwimm's bigger engine was used in the Kubel from March 1943 (and the later production Volkswagen sedan from 1945-54).

Saft's '43 Schwimm is one of over 14,000 built between July of 1942 and November of 1944, plus some assembled later from parts. Many Schwimms were destroyed during and after the war. The survivors had only limited usefulness to civilian populations, so many more faded away before they became a collectible in the '70s. Remaining Schwimms are reported to number under 200, and a restored one will cost you well over \$100,000.

### 1943 Ford GPA

The development of a 1/4-ton amphibian started in 1941 when marine architects Sparkman & Stephens designed a hull for the newly developed jeep (co-designed and built by Willys-Overland, Bantam and Ford). Marmon-Herrington got the job of creating a production-ready vehicle. In an apparent bet-hedging move, Ford Motor Company was also given a development contract some months later. Despite starting last, Ford finished first and their prototypes were superior to Marmon-Herrington's. Ford was awarded a large production contract in 1942.

The new vehicle soon acquired the nickname "Seep," presumably for "sea-jeep." Ford's nomenclature was GPA; G for a government contract, P for the 1/4-ton platform, and A for amphibian. It borrowed many components from the standardized Ford GPW land jeep, including the engine and drivetrain. The transfer case had a power take-off for the propeller and bilge pump.



The GPA proved satisfactory in testing, but its role became less clear once it entered service. As a land recon vehicle it was limited by poor cross-country performance, and its amphibious capabilities were seldom needed inland. The GPA proved generally unsuitable for beach landings, what cargo capacity and seaworthiness in surf were key. While it was handy in a few isolated moments during the war, overall the Seep was an "also-ran" for the Americans in WWII. The most effective combat use of the GPA was made by the Soviets, who got 3,500 via Lend-Lease and used them for river assaults or reconnaissance in force. The Soviets liked them well enough to make a homebuilt clone the GAZ-46 MAV.



The GPA didn't remain in American military service long after WWII. As a surplus novelty, they found civilian jobs as everything from harbor tenders to ice cream trucks. When used in the water, they were high-maintenance and tended to rust out quickly and most had gone to scrapyards by the '60s.

Seeps made more headlines in civilian hands. Australian Ben Carlin modified a GPA to cross the Atlantic and, after some aborted attempts, got Half-Safe across the pond in 1950. Over the next eight years, Carlin circumnavigated the globe in his GPA. In the '50s and '60s, Helen and Frank Schreider used their modified GPA, La Tortuga, to explore South America and the Pacific as photographers for National Geographic. One GPA even made the pages of the February 1964 issue of Four Wheeler. In the story, "Plucky Duck," Paul Warren wrote about wheeling the Four Corners area, including a dip into the newly formed Lake Powell.

The GPA is also highly collectable, with 250-300 remaining of the 12,774 built between October 1942 and May of 1943. Like the Schwimm, only a small percentage are water-worthy or have owners daring enough to risk them that way. A fully-restored and floatable GPA will cost you upwards of \$60,000.

### Seep or Schwimm?

So which was better? The GPA is the winner in ergonomics, if one dares use that term with a military vehicle. It's far more comfortable than the Schwimm. Climbing into the tall GPA requires some agility, but once inside, it's far more roomy than the Schwimm, especially for the backseaters. The Schwimm driving position is nice, but getting there requires some contortions. The seats of both



deliver military numb-bum, but the GPA has lots more padding on the seats.

The GPA is at its worst on land. The 134 ci (2.19-litre), 60hp (gross, 54hp net) flathead-four is overwhelmed by the 3,500-pound (1590 kg) curb weight, not to mention the 4,300-pound (1955 kg) gross weight, as are the brakes. You can get to about 50 mph (80 km/h) with a third of a mile (540 m) to accelerate and it takes just about as long to stop.

Manoeuvring is akin to driving a motorhome without power steering. The GPA was rated to tow 1,000 pounds (450 kg) from its military pintle, enough for the American 37mm anti-tank gun. The GPA could also mount a light machine gun on the M31 pedestal mount, but this was almost never seen in American service.

Off-highway, the GPA is an overweight hippo. Rated gradeability was only 45 percent versus 60 percent for the land jeep, and it had worse approach and ramp breakover angles than the land jeep, plus about an inch less minimum ground clearance. It wasn't economical. The 15-gallon (57-litre) tank could take you about 200 miles (320 km) on good roads for about 13 mpg (18 L/100 km). The GPA has a 3,500-pound (1600 kg) PTO capstan winch, which was very useful for helping it waddle out of the water.

In terms of land performance, the Schwimm is the winner by leaps and bounds. At a 2,006-pound (910 kg) curb weight, and with a gear ratio of 6.2:1, even the Schwimm's tiny 1131cc, 25hp powerplant has the oomph for brisk acceleration. Top speed is only 50 mph (80 km/h), but light weight, wide tyres, locking diffs in both axles, and good clearance gave the Schwimm excellent cross-country ability. Better, in fact, than the non-amphibious American jeep. Fuel economy is great as well, and on a good day, the twin 6.5 gallon (25-litre) fuel tanks can take it 275-300 miles (440-480 km). In many other military land duties, the Type 166 is inferior to the jeep. Cargo capacity is minimal, though more limited by volume than weight. Towing capacity is non-existent since the Type 166 has no hitch. The Schwimm can mount 7.92mm MG34 or MG42 machine guns on a dash mount with a tripod on the rear deck for dismounted use.

The shoreline is where the fun begins and the tables turn. Like a hippo, the ungainly GPA changes personality in the water. It isn't a great boat but it will outrun, outmaneuver and outfloat the Schwimm. You have 25-35 miles (40-55 km) of cruising fun ahead of you before the tank is dry and a rated max speed of about 5.5 mph (5 knots, 8.8 km/h). The GPA has a reversible propeller and a rudder, as well as manual and PTO-driven bilge pumps.

The Schwimm's water performance is less than stellar. You soon learn why the paddle is included because there is no reverse in the water. The manually lowered propeller is driven by the engine and rotates in only one direction. There is no rudder; the front wheels do the steering. There is no factory fitted bilge pump either, so water playtime is limited by how much water leaks in - and they all leak. Perhaps this is why we could find no listed water range, since it wasn't designed for long-term immersion. Top speed in the water was listed at 6 mph in still water, but a water drag race between the two amphibians showed the GPA is faster.

So, how do the owners evaluate their two floaters'? Richard Saft sums it up brilliantly, "The Schwimmwagen is a car that goes in the water, while the GPA is a boat that goes on land."

The '43 Type 166 is set up as it would have been used as a recon vehicle, complete with MG34 and plenty of drum magazines for shooting and scooting.

The Ford GPA was originally designed as a recon vehicle but saw use with combat engineer bridge-building units. Unlike its German counterpart, it was designed to be capable in surf, but wasn't the safest rig in even moderately heavy weather. Missing on Saft's GPA is the surf shield, a foldable clamshell to minimize the water rolling over the bow.

With no reverse gear, the paddle was for more than emergencies. You can disengage the prop, engage reverse gear, and use the tires as paddles - but it's not efficient.

The departure angle of the Seep was actually a little better than the jeep. Besides the jerrycan and bucket, a Danforth anchor was normally carried, and the operator's manual showed you how to use it for recovery on land as well as anchoring in water.

As with any military vehicle in any army, this interior is for the young, the limber, and the tough. The driving position is not bad, even for fairly tall folks, but you need acrobatic skills to get in. The racks on either side of the cockpit hold 50-round ammo drums for the MG34. The lever behind the main gearshift engages the four-wheel drive. Back is rear drive, the middle position is four-wheel and forward engages the creeper gear (5.86:1, normal first is 3.60:1) when the main shifter is in Neutral.

There's plenty of room to move around in here. The controls are more or less the same as the land jeep but PTD controls are added for the propeller and bilge pump. The steering wheel controls the front tyres and the rudder simultaneously. These canvas seats are incorrect for a GPA. Originally, they would have been leather stuffed with kapok





factory pump is fitted, most Schwimm owners install a bilge pump for safety.

The GPA is driven into the water at a slow pace in low range First gear with the prop PTO engaged and spinning. Once in the water, the wheels are disengaged by placing the transfer case in Neutral. The highest speed, 5.5 mph, can be obtained by using second gear and full throttle but it only delivers about 1.25 mpg. Third gear full throttle delivers an extra mile per gallon but 1 mph less speed. The most economical combination is Third gear and quarter throttle, which delivers 5.5 mpg and 2.5 mph. High engine speed and load can result in overheating.

The Seep has a fair bit of freeboard with a light load. The open lid on the forward deck allows air to go to the radiator, and the air exits thru side vents just under the canvas splash

curtains. In surf or rough water, the deck intake and side vents can be closed. Air is then drawn in from under the dash and exits thru a vent that opens just above the dash, but airflow is limited and overheating can result. Spinning the wheels at the same time as the prop adds a little speed, but puts a heavier load on the engine. Spinning the wheels atone can deliver a speed of about 1.5 mph.

so they could be used as floats. The kapok cushions made the GPA seats among the most plush in the U.S. Army.

Vee-dub in a tub! The 1131cc, 25hp air-cooled flat-four is very similar to post-war VW engines. The engine sits in a sealed compartment and cooling air comes in from between the rear seats and blows the hot air out through vents forward of the deck lid. The muffler sits above the deck lid.

The Schwimm prop is driven from the engine crankshaft via a short shaft that extends thru the hull. The prop and gearbox is on a hinged bracket, lowered manually and engages with a dog clutch. Thrust from the prop keeps the dogs engaged.

The GPA's water propulsion and steering is more like a boat. The propeller and rudder operate in a tunnel, which protects them from debris. The GPA prop is notorious for its inefficiency and some GPA owners have had new props built which greatly improve thrust. As you can see, the axles and suspension hang in the water, so increased axle maintenance is a must.

The GPA engine is the same as the Ford-built GPW land jeep (and the Willys-built jeep) but with some external additions. The pulley on top is what drives the capstan winch on the bow and is engaged via a lever on the dash. The GPA and GPW engines were functionally interchangeable but marked differently. Finding a GPA-marked engine is difficult, as many have been changed out to Willys or GPW engines.

To enter the water in a Schwimm, the straps holding the propeller bracket to the deck lid are released and the lowering rod fitted. You drive into the water at a low speed in First gear, or creeper gear as ground conditions demand, and when afloat, the prop is lowered by the rod. The engine should be at idle so the dogs will engage properly. Once in the water, the trans is put into Neutral and speed is controlled with the gas pedal.

A tranquil day on the water in the Schwimm is the environment in which it was designed to operate. Remember, it's a car that floats, not a boat that drives! The prop is designed to deliver maximum thrust at 2,300 engine rpm. Because they can suddenly spring a serious leak and no

#### GENERAL

Vehicle:	Schwimm	Seep
Estimated value:	\$120,000	\$65,000
Engine:	1131cc flat-four	134ci L-head four
Power(hp):	25@3000 rpm	54@4000 rpm (net)
Torque (lb-ft):	46.7@2000 rpm	105@2000 rpm
Bore & stroke (in):	2.52x2.95	3.13x3.38
Comp. Ratio:	5.8:1	6.48:1
Transmission:	5-spd manual	3-spd manual
Transfer case:	1-spd, VW	2-spd, Spicer 18
Front axle:	VW, independent	Spicer 25
Rear axle:	VW, transaxle	Full-float Spicer 23
Axle ratios:	6.2:1	4.88:1
Tires:	7.90-16	6.00-16
L x W x H (in):	150.6x58.3x63.6	181.75x64x67.75
Wheelbase (in):	78.7	84
GVW (lbs):	2,965	4,300
Curb weight (lbs):	2,006	3,500
Fuel capacity (gal):	13	15
Min. grd. clearance (in):	9.8	8
Approach angle (deg):	48	39
Departure angle (deg):	34	37



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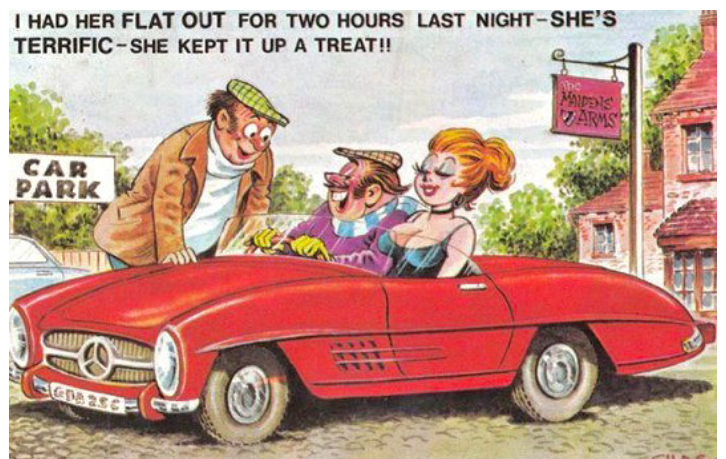
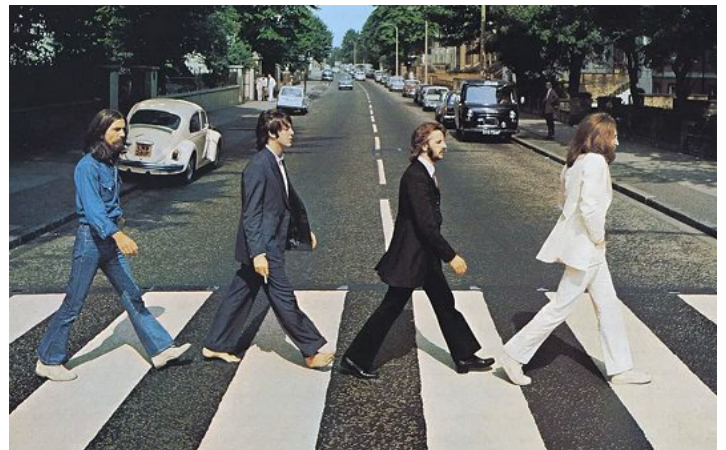
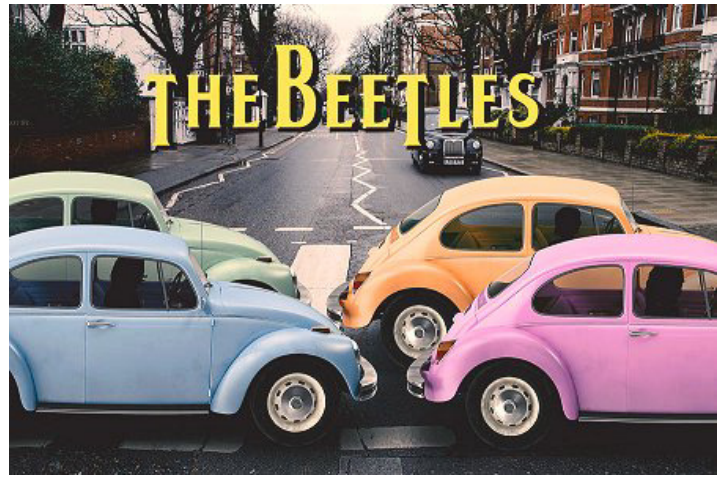


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## The late news.

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

The UN World Health investigators have found the first Chinese person to have caught the coronavirus back in 2020. They told reporters the Wuhan resident is Ha Tchu.

An Australian tourist was reported lost in deep woods in Manitoba, Canada. His hiking mate was rescued and told police the two men had come across a grizzly bear. His mate thought they couldn't outrun a grizzly; he replied they didn't have to - he only had to outrun him.

Traffic was delayed by the roll-over crash of a semi-trailer on the Pacific Highway this afternoon. It was carrying 25 tonnes of grapes. The driver wasn't hurt in the crash, but the grapes let out a little whine.

Narrabri farmer Warwick Rees this week won the Nobel Prize for Agriculture. He was outstanding in his field.

Former Volkswagen CEO Thomas Schaefer has retired from the motor industry, and has instead opened a barber shop in downtown Hanover. His shop will be named Herr Kutz.

The famous pirate Black Bruce was interviewed on TV earlier today, where he revealed he had a hook for a hand and an eyepatch for an eye. He explained a shark bit off his hand, and a seagull pooped in his eye. Hang on, you lost your eye because of seagull poop? the host asked. "Yes," Black Bruce said, "It was my first day with the hook."

The severe drought across NSW continues to worsen. Rumours have reached parliament that the cows in the south east dairy regions are giving powered milk. Premier Chris Minns told reporters he would deal with that rumour straight away. It's true.

Transport Minister Jo Haylen added to the drought concerns, saying she had just travelled by train from Brisbane to Sydney and on to Melbourne. And she didn't pass water once.

An English tourist was hit by a car in Cunnamulla last night and ended up in the local hospital with multiple injuries. When he awoke he asked the nurse, "did I come here to die?" No, said the nurse, you came here yesterdie.

Professional English flatulist, Mr Methane, is reported to be contemplating retirement. He has employed a Chinese apprentice to take over the business - Yuan Long Pong.

A man admitted himself to hospital today, after he claimed he was a wigwam. Soon after that he said he was a marquee. He was released after the doctor told him he was two tents.

A Chinese man was rushed to hospital last night with only one leg. Doctors said his name was Tie Won Shu.

There was a talk by a doctor of philosophy at last week's Club Veedub monthly meeting. He posed the question - how many elephants can you fit inside a Volkswagen? The answer was four - two in the front, and two in the back. Now, how many kangaroos can you fit in a Volkswagen? The answer of course was none - it's full up with elephants.

Young Otto Sandilands handed in his first school essay yesterday. He wrote about what a fantastic time their family had during the last holidays. They went to the beach, and built sandcastles. Otto and his mum Tegan buried his dad Kyle in the sand. His mum said they can go back there again next year and dig him up.

The Chinese government has made an official complaint against this network, with a legal letter suggesting that jokes against the Chinese were racist and demeaning. The letter was written and signed by their solicitor, Mee Su Yu.

Sport. Irish track and field athlete Shamus McDee was disqualified from the world championships yesterday. He won the 20 km walk three years running.

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



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The Audi 100LS is a hybrid, albeit an aristocrat.

The rather radical engine was designed by Daimler-Benz, the body by Volkswagen — another of Dr. Porsche's brainchildren.

The car is made by Auto Union.

The engine is in the front. So is the drive.

The gearbox is conventional, but the synchromesh is Porsche.

The interior is functional, yet the finish is brilliant.

In a 1970 road test, a famous British racing driver wrote "cost for cost, I cannot think of another car to beat its all round attraction". But then he never drove the 1937 Auto Union.

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