

# Zeitschrift



Production Golf 7 GTI revealed.

**April 2013**

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60 years in Australia ?**

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The Toy Department  
Plus lots more...**



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

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



# Club VeeDub Sydney Committee 2012-13.

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## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

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

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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

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

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

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

## We thank our VW Nationals sponsors:

### 25 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
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Aust VW Performance Ctr	Shannons Car Insurance
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Indian Automotive	Reliable Automotive Services
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All Metal Bumpers	Mobile Model Cars
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Canberra VW Centre	Volkspower
Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

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



Shoalhaven Volkswagen Club presents:



SUNDAY 5<sup>th</sup> MAY 2013 – from 9.00am

A display of Classic Volkswagens, held at Berry Showgrounds (140 km south of Sydney)

VEHICLE ADMITTANCE - \$15.00  
(All funds raised go to charity)

Gold coin donation for a look around

Wander around BERRY MARKETS

# VW Supersprint

**SATURDAY 25th MAY  
WAKEFIELD PARK, GOULBURN**

**COMPETITORS AND OFFICIALS NEEDED !**

**COME AND TRY A SUPERSPRINT AND TEST YOUR  
DRIVING SKILL ON A REAL RACE TRACK !**

**You will need a CAMS L2S licence (\$100). No tests required, just fill out and submit the paperwork. DON'T leave it to race day!**

**Supersprint entry fee is \$170 (if your entry is received before 17 May), or \$200 after that. Submit your papers NOW !**

**Your VW needs to meet the requirements of the CAMS regulations. You will need a fire extinguisher, battery triangle, competition numbers, extra bonnet restraint and headlight tape.**

**You will need a helmet, and non-flammable wrist to ankle clothing (jeans and long-sleeve cotton shirt, or overalls, are OK).**

**Go to [www.clubvw.org.au/2013supersprint](http://www.clubvw.org.au/2013supersprint) for all your paperwork.**

**Please fill it in and submit to me before Friday 26 April. You MUST have your Club Veedub membership card (or other CAMS club card), your CAMS licence and paperwork with you on the day.**

**For more details please call me on (02) 4298 6320 (BH)  
or email: [clfraser@gmail.com](mailto:clfraser@gmail.com)**

**Chris Fraser, Supersprint director**





## Australia's biggest Bug collection.



VW Nationals 1988-2013  
Sydney, Australia.

Thanks to our sponsors  
for their continued support  
over the last 25 years.

VW Nationals 2013.  
25<sup>th</sup> & 26<sup>th</sup> May.

VW Show Day,  
Fairfield City showgrounds  
Sunday 26<sup>th</sup> May 2013

[www.clubvw.org.au](http://www.clubvw.org.au)

Super Sprint,  
Wakefield Park, Goulburn  
Saturday 25<sup>th</sup> May 2013

Contact: David Birchall  
(02) 9534-4825



The Legend Never Dies



# Norm's FISH & CHIPS Run to HARS.



**Sunday  
23 June**



- 8:30 am meet at Uncle Leo's Caltex servo at Liverpool Crossroads (UBD 288 D6), for 8:45am departure
- To HARS at Albion Park aerodrome. See the Lockheed 'Connie', Catalina flying boat, and many more historic aircraft. Please register with Norm if attending, to assist the museum guide(s) and for catering.
- Then cruise to Kiama Golf Club (Oxley Ave Kiama Downs) for lunch. Pizza from \$9.50; Meals from \$12.50. Kids menu all \$9.50.
- Peer-judged trophies for most popular Air-cooled and Water-cooled Volkswagens. Lucky door prizes too!

**This event is for ALL Volkswagens - Air and Water-cooled!**

**Good food, Good Company. Kids welcome!**

**Norm Robertson:**  
(02) 4625 7057 (message)  
0409 771822 (mobile SMS)  
[nrobertson46@optusnet.com.au](mailto:nrobertson46@optusnet.com.au)





where volkswagen power comes to play

**VW MAGAZINE**  
**SYDNEY VOLKSWAGEN SHOW DOWN 2013**  
JUNE 29TH



**VWMA DRAG RACE SERIES**

# SYDNEY DRAGWAY

ROUND 1 SATURDAY JUNE 29th 2013

- DAY/NIGHT 1/4 MILE VW DRAG RACING
- VW RACING BRACKETS STOCK TO PRO
- TOP VW SHOOTOUT • SHOW'N'SHINE
- RC DRAG RACING • ENTERTAINMENT
- TWILIGHT CRUISE • FOOD • DRINK

[www.vwma.net.au](http://www.vwma.net.au)





# VW Winter Break

## 2nd—4th August 2013



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

Friday night meet and greet at the Community Hall.

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

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

Saturday afternoon - Bellingen markets, lunch, rainforest walks

Sunday—Coffs Harbour markets, Park car display.

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

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

**Enquiries contact:**

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

**Steve Carter 0439 133 354**



# Von dem Herrn Präsident.

Hi all,

The next few months are very busy, with some great events coming up. We have a run down to the Classic Car Day at Robertson on Sunday 14 April; meet at Uncle Leo's Caltex at Liverpool Crossroads at 7:45am for an 8am cruise departure. On Sunday May 5th the Berry Blast From the Past show is on at Berry, hosted by the Shoalhaven VW Club. Worth a drive down (see the flyer), as the local markets are on at the same time.

Then our major event, the VW Nationals, over the weekend of May 25th & 26th. Norm's fabulous Fish & Chip run to the HARS aircraft museum at Albion Park is on the 23rd June, and then on 29th June we have the rescheduled Sydney Drag Showdown at WSID Dragway - it had been postponed after being rained out in February. Then we are going to the Rattle n Hum classic car show at Castle Hill on Sunday 30th. And in July we have a having a VW movie day at the Civic Theatre at Hurstville!

So keep an eye on the flyers and club calendar in the magazine, and on the club website for more details about upcoming events. There's plenty happening and we'd love to see you and your VW (old or new) at an event.

Recently some club members put their VWs on display at the Old Car Annual Show and Shine at Flower Power Moorebank, and at the 2nd Annual Sydney German Autofest at Earlwood. These were both great events, and there are reports with photos in this issue.

As for the Nationals, Chris Fraser our Supersprint secretary, tells me that entries are a bit slow coming in. Please don't leave it to the last minute, or worse still, to the actual day to enter! You can make everyone's job a lot easier on race day if you:

1. Make sure your club membership is up to date and you have a membership card with you;
2. Have gained your CAMS licence well before the event, and all your CAMS paperwork with you on the day. If you already have one, make sure it's up to date.
3. Get your entry form in ASAP so that Chris can start processing it early to get you in the correct class on the day. Otherwise this is another job that must be done on the day, which wastes valuable time on the day and can affect how soon we get on the track and how many runs you get on the day. See the club website for all information - click on the 'VW Nationals' tag.

We will again have a raffle for one entrant to have their entry fee refunded. This only applies to early entries, and there will be a dollar penalty for late entries and entries on the day.

Our club is very short on CAMS trained officials to help out at the Supersprint. If you would like to learn how to gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it.

You can also pre-enter the Sunday Show'n'Shine, which will also make your entry faster and easier. The forms are in this issue.

Don't forget if you're coming to the Winter Break at Sawtell in August that you must make your booking very soon. See the flyer opposite and book your place now.

David Snape from NRMA Veteran, Vintage and Classic Vehicle Insurance wants to come and have a word with us. He will be attending our club meeting on the 18th April.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Hi everyone, the seasons are changing and we've had a busy month here in Canberra. On 17 March we had the Shannons Wheels carshow, look for a report elsewhere in this magazine. In late March we also had our chapter AGM, more on this later.

On 28 April there is a new VW carshow being run in Albury NSW. Called V-Dubs in the Square, we are hoping to have some members head along for the event. Currently there are 2 couples looking to attend, who else wants to go along? If you want to follow along with them let us know and we'll put you in touch. It should be a great event and a Canberra presence would be excellent.

May of course is the Sydney Nationals, and we're hoping to get a lot of members along. You can find details of the weekend itself in this magazine, and we hope to arrange a convoy. Let us know now if you want to link in with us for a convoy, as many members seem to make their own way in recent years. More info next month on the trip and also for upcoming events.

Speaking of car shows, what a perfect time to be seen wearing your club shirt! We have good stocks of the club shirts and it's a great way to support the club at events. Talk to Jay for more info (in the process of receiving the merchandise from Iven).

AGM - On Monday 25 March the Chapter held its AGM, where we discussed the 'year that was' and brought up any topics of interest for the next year. As part of this we cleared all positions and voted in a new committee for Canberra in 2013. A big thanks to the past committee members and certainly an equally-big thanks to the new committee, that consist of:

Chair: Bruce Walker

Vice Chair: Rhiannon Walker

Secretary: Iven Laufer

Treasurer: Bruce Walker

Registrar: Iven Laufer

Merchandise: Jay Pozzi

Motor Council Members: Sue Walker, Shari Walker

German Auto Display Member: Simon Mead (short term, until we find a willing candidate)

Website Liaison: Chris Pozzi

Graphic Designer: Mandy Conway

Events Members: Simon Mead, Chris Pozzi

We still need at least one committed dubber to be elected into the 'German Auto Display' position, Simon can only do it temporarily whilst we find someone and this doesn't help the club long-term. The member would need to be the VW voice on the organising committee and is a great

way to see how the show is run. If you are interested please let us know, or talk to Simon about what it entails. We need you on board now as the event planning has just started.

Many thanks to the new committee for sticking your hand up, lets make 2013 a great year. A big thanks to Aaron Hawker from Sydney, who trekked to Canberra to attend our AGM and discussed a lot of club topics with us. We are particularly grateful for your ideas and help concerning website changes. We hope you had a good night with us.

Bruce



## Klub Kalender.

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

### April.

**Sunday 14th:- Robertson Classic Car Show** at Robertson Railway Station, in the Southern Highlands. Entry from 9:30am, free general admission and \$10 for show cars - trophy presentation at 3pm. Country market stalls, vintage machinery, antique stores, nice pubs. Heritage Train. Food and drink stalls. **Join the Club Convoy at Uncle Leo's, Liverpool Crossroads, at 7:45am for an 8am departure.**

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

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

### May.

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

**Sunday 5th:- Berry Blast From the Past show** at Berry Showgrounds. gates open 9:00am. \$15 entry, includes an event plaque. Gold coin donation for non-showers to look around. All funds for Shoalhaven Cancer Council. Berry markets to explore. Hosted by Shoalhaven VW Club. **Join the Club VW convoy at Uncle Leo's, Liverpool Crossroads, at 7:00am for a 7:15am departure.**

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

**Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right

next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 25th:- VW NATIONALS Supersprint** at Wakefield Park circuit, near Goulburn. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

**Sunday 26th:- VW NATIONALS 2013** at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids rides, entertainment, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information.

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

### June.

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

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

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

**Sunday 23rd:- Norm's Fish n Chips Run 2013.** Relaxing family VW cruise to a nice place for lunch! Details to be advised.

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

**Saturday 29th:- Sydney VW Drag Racing at WSID**, Eastern Creek. Day/Night 1/4-mile drag racing. VW bracket racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit [www.vwma.net.au](http://www.vwma.net.au) for more information.

**Sunday 30th:- Rattle 'n' Hum Car Show** at the Castle Hill RSL, 77 Castle St. Car enthusiasts, families, visitors, classic cars, hot rods and muscle cars. Open to all makes and models. Free breakfast (bacon and egg roll or sausages plus coffee and tea) available until 9am for entrants. Entry \$20 with trophies on offer. Enjoy a sausage sizzle, free childrens rides and entertainment. A great family day so come along and enjoy all



the day has to offer. For more information call Castle Hill RSL on (02) 8858 4800. **Meet at Hungry Jacks @ The Junction, North Parramatta (Windsor Rd opposite Bunnings) at 7:30 am for an 8am cruise to Castle Hill.**

## July.

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

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

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

**Saturday 20th:- VW Movie Matinee** at the Civic Theatre, Macmahon St Hurstville. Celebrate the 60th anniversary of VW in Australia with some classic Australian VW films - on the big screen for the first time ever! See Land of Plenty and Shape of Quality; Antarctica 1 and Taxi to Rumdoodle, and film of VW's 1-2 finish in the 1955 Redex. Plus lots of 1960s Aussie VW TV ads - all on the big screen! Snack bar open, movies start 2pm. \$5 adults, kids free. More info next month.

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

## August.

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

**Friday 2nd to Sunday 4th:- VW Winter Break 2013** at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome! Phone Ray Vanderkly on (02) 6658 4422 (ah) for more info.

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

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

**Sunday 18th:- Shannons Eastern Creek Classic 2013** at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

## Dallas Tidyman help?

Dallas Tidyman was a former NSW police officer and keen Club VW member in the late 1980s and early 1990s. He did the driving training at the Goulburn police academy. He would often ask new recruits to try and catch him around the training course, him in his 1835 Beetle and then in a V8 Commodore. No one could catch him, not even the other trainers.



He was one of the officially appointed drivers of the new T3 syncro Caravelles that were taking people on test rides at the VW Nationals in 1989 and 1990 around Hawkesbury Agricultural College at Richmond, and in 1991 at the Soccer Federation grounds at Parklea.

The following year he did the 'Police' Superbug up with permission from the high up cops, but was not allowed



**Next Club Meeting:**  
**Thursday**  
**18th April.**  
**8:00pm**  
**The Greyhound Club.**

to drive it on the road. He brought it to the VW Nationals in 1992. Those who were there that year would also never forget Dallas riding his police motorcycle, in full uniform, into the canteen!

Sadly he was killed in the line of duty at Boorowa, near Goulburn, in a road accident around 1994. After Dallas died, our Club had a run down to the Goulburn academy where Dallas was an instructor, to pay our respects.



We recently received these two enquires about Dallas on the club website. We have responded with the information and photos here, but can anyone else help further?

Name Mrs Jessica Berger

Email [j\\_m\\_berger@yahoo.com.au](mailto:j_m_berger@yahoo.com.au)

Phone (Business Hours) 0400424677

Hi, I was just wondering if the police VW Beetle that was at the 1992 VW Nationals was still in existence? And if so, where it would be if it is privately owned, or on display somewhere? I would love to see it, as my father is the late Senior Constable Dallas Tidyman and I have only just come to know about this car. I would love to see it and show my children. Thankyou

Name Mrs Kristi Sara

Email [knieush@yahoo.com.au](mailto:knieush@yahoo.com.au)

Phone (Business Hours) 0450189383

Hi There, My friend's husband is currently getting a VW Beetle kids' push car restored for his wife, which was given as a first birthday present by her father, Dallas Tidyman. She only has one photo of her late father and he was hoping to get additional photos to accompany the surprise reveal. I have seen his name a few times on your site and I was wondering if you have any photos of him at all? Any information you have would be greatly appreciated. Cheers, Kristi Sara

## Marktplatz.

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

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

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

## New Ads.

**For Sale:- VW Genuine Parts** from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (std and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many hard-to-get original NOS VW parts. Contact Lorenze on (02) 9630 1048 (Northmead).

**For Sale:- I have a 1972 VW Bug** to sell. It is a sole-family car and has been well maintained and loved. It has some dings and some rust. My auto-electrician and mechanic have valued it at \$2500. I would love it to go to a VW enthusiast! Please contact Mrs Helen Buick on 0449294240 or email [buickhelen@yahoo.com.au](mailto:buickhelen@yahoo.com.au)

**Wanted:-** I am seeking a part for a 2004 VW New Beetle. It is a moulded aluminium look dash cover for the centre through the audio and air con controls. I have been in contact with a company called carshine and they tell me the product is not available. Just wondering if you might know of any contacts that may have this product as we are in desperate need of it. Please contact Jason Shandler (Cooper Smash Repairs) on (02) 4721 3803, or email [jason@coopersr.dyndns.org](mailto:jason@coopersr.dyndns.org)

**For Sale:- I have a 1959, 4- cycl/ rotors 4. 5 seat convertible,** drives, currently unregistered, with 36094 on the clock. I am wanting to make sure i get the right price for it and i wondering if you know where the best place to advertise this beautiful car. If you any advise i would appreciate it greatly. Mrs Toni Tereva, Phone (Business Hours) 070 3807 8240 or email [toni.grace@bigpond.com](mailto:toni.grace@bigpond.com)

**For Sale:-** I was wondering if you could put it out there to memebers if anybody would be interested in NSW number plates 'VW1957'?? If interested please contact Miss Jenine Mizzi on (02) 6040 6532 or email [nene.mizzi@gmail.com](mailto:nene.mizzi@gmail.com)

**For Sale:- 1969 convertible VW Beetle** with 1600 cc twin port engine. This has been previously modified to be a convertible and has been registered as a convertible in NSW. I bought this Beetle with the aim of converting it to an electric car. I ended up using a different Beetle instead. There are lots of photos. Currently running but needs some restoration. I have garaged it for 4 years and run it reasonably regularly. Just installed a new battery 2 months ago. I have moved house in the last few months and no longer have room in garage so it has to go. Spare tyre under the hood. It is a bit rough around the edges and I recommend inspection. For registration I know it would need the horn fixing and the indicator handle is partly broken. The paint on the bonnet is peeling in some spots. Roof is mostly water tight but has a small hole. Vehicle is located in Canberra and inspections are welcome. Please call Julia on 0407 060981 or Mishka 0403 520690. The vehicle is also listed on Ebay here – search for 1969- Volkswagen-Beetle-Convertible-with-VW-1600-twin-port-engine. Asking price offers over \$800.




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**For Sale:- 1969 VW Beetle**, metallic purple. 3rd owner, restored - must sell! Regretfully my beloved buggy must go. Now I have 2 small children it is time for her to go to a new home. I have a 13 year work history log, mainly with 2 mechanics, 1 mechanic was family for 5 years of her life, so was looked after and serviced often. Semi restored 3 years ago, all rust removed and re-sprayed metallic purple (Violen) by the amazing Andy's Restorations at Kurnell. Family has owned 5 beetles spanning over 40 years.

- Mainly 2 mechanics over whole duration of ownership (reputable VW specialist C and S Automotive Padstow)

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**For Sale:- Various VW promotional items.** Feb/Mar 1990 issue of 'Australian VW Power.' Sales brochures for 1990 T3 Kombi. SC Pickup, DC and Tristar Pickup, DC Syncro and Tristar Syncro, Caravelle brochures. Ateco T3 price list. All in mint condition. \$25 including postage for the lot (only one set available). Phone Bevan on (02) 6645 4502.

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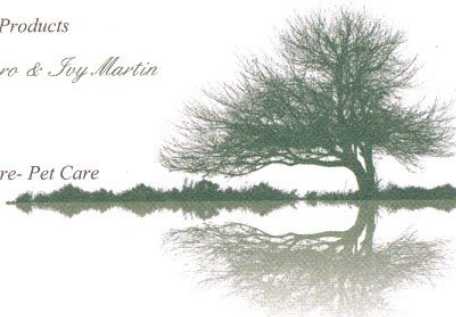
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## Touareg V8 TDI R-Line.

The Volkswagen Touareg V8 TDI R-Line, the new flagship of the German brand's big SUV, is now on sale in Australia from \$112,990.

Pricing has been confirmed following the release of initial images and details for the Touareg V8 TDI back in January.

The VW Touareg V8 TDI R-Line is the first V8-powered variant on the Australian market since 2006.

The new 4.2-litre V8 turbo diesel produces 250 kW and 800 Nm. That's not far off the outputs of the old V10 turbo diesel Touareg R50 that had its world debut in Sydney in 2009 (258 kW and 850 Nm), but the new V8 TDI is actually a whole second quicker from 0-100 km/h (5.8 seconds), while it's also much more fuel efficient and cleaner.

Official consumption is rated at 9.2 litres per 100 km with emissions at 242 g CO<sub>2</sub> /km; the old V10 R50 was 12.6 L/100 km and 333 g/km.



Standard features include Nappa leather seats, front and rear sensors with graphic parking guide, satellite navigation, 620watt audio, four-zone climate control, adaptive cruise, auto braking, blind spot assist and nine airbags.

The V8 TDI expands the Volkswagen Touareg line-up to four, sitting above the \$62,990 150TDI, \$78,990 V6 TDI and \$83,990 V6 TDI 4-Motion.

The VW Touareg V8 TDI R-Line is on sale now.

### Manufacturer's List Price:

**Touareg V8 TDI R-Line \$112,990.**

## Golf 7 wins European Car of the Year.

The all-new Volkswagen Golf 7 has claimed the title of European Car of the Year for 2013.

The new seventh-generation Volkswagen Golf took top spot in the European awards, with the 58-member COTY jury awarding it a total of 414 points, relegating the Toyota 86/Subaru BR-Z twins to second with 202 points, while in third place was the recently released Volvo V40 with 189 points.

The win for Golf is its first since the third-generation Volkswagen Golf took victory in 1992 and comes after the Opel Up! finished second in last year's awards behind the Opel

Ampera/Chevrolet Volt.

According to COTY, every generation of Volkswagen Golf has finished in the top three of the awards for the past 38 years, with the original Golf coming runner-up in 1975.

The COTY jury, representing 22 European countries, recognised the new Golf for its overall balance and its outstanding achievements in safety, fuel efficiency, dynamics and comfort. Noted highlights included the Golf 7's new lightweight MQB platform-based structure, heightened cabin quality and space, and the hatchback's road behaviour, ride and aural comfort. Extra credit was also handed out to Volkswagen with a nod for retaining the iconic car's traditional image.



The new Volkswagen Golf launches locally this month with the initial line-up to be joined later by the 162 kW/350 Nm Golf GTI (and the 169 kW Golf GTI Performance model) and the 135 kW/380 Nm Golf GTD diesel (see below).

The European Car of the Year aims to establish one decisive winner based on a criteria of design, comfort, safety, economy, handling, performance, functionality, environmental requirements, driver satisfaction, price, technical innovation and value for money, with no categories, sub-divisions or class winners selected.

It will be interesting to see if the Australian motoring press follow the European lead on awarding the Golf 7 towards the end of this year.

## Golf 7 GTI revealed.

The production version of the Volkswagen Golf GTI has been revealed at the 2013 Geneva motor show, held last month in Switzerland. The production model is almost identical to the Golf GTI concept that debuted at last September's Paris motor show.





For the first time in the 37-year history of the iconic German hot-hatch, there will be two versions of the Golf GTI. An updated Volkswagen Golf GTI Performance model will be offered above the conventional GTI.

Both variants are powered by a 2.0-litre direct-injection turbocharged four-cylinder petrol engine that sends power to the front wheels via either a six-speed manual or six-speed dual-clutch (DSG) transmission.

In the 'standard' Volkswagen Golf GTI, the engine produces 162 kW of power (4500-6200rpm) and 350 Nm of torque (1500-4400rpm). The result is 0-100 km/h in 6.5 seconds and combined cycle fuel consumption as low as 6.0 litres per 100km – figures that make it four-tenths quicker and 22 per cent more fuel efficient than the outgoing Golf 6 GTI.

An extra 7 kW takes the Golf GTI 'Performance' to 169 kW (4700-6200rpm). Torque is unchanged at 350 Nm but remains at its peak across a slightly broader range (1500-4600rpm). The upgrades slice one-tenth off the standard GTI's 0-100 km/h sprint, and add 4 km/h to its top speed for a round 250 km/h max figure.

The GTI Performance variant's slightly sharper numbers are achieved without impacting fuel consumption. Both models are fitted with stop-start engine technology and meet Euro 6 emissions standards.

With an added emphasis on dynamics, the Volkswagen Golf GTI Performance scores a front axle differential lock for improved traction and larger brakes for enhanced stopping ability. The Performance variant boasts 340 x 30 mm front discs and 310 x 22 mm rears, while the standard GTI employs 312 x 25 mm fronts and 300 x 12 mm rears.

On the outside, the new Golf GTI features traditional red-painted callipers, smoked LED tail-lights, twin chrome tailpipes and 17-inch Brooklyn alloy wheels, while the cabin scores 'Clark' tartan upholstery, black roof liner and red ambient lighting.

The Volkswagen Golf 7 GTI will go on sale in Australia in the final quarter of 2013, about six months after the launch of the standard range this month. It is quite likely to be followed by the diesel-powered Golf GTD (see below).

## Golf GTD.

The performance diesel version of the new Volkswagen Golf 7 range will travel quicker but also use less fuel than its predecessor.

The new Golf GTD, a kind of diesel-powered twin to the petrol GTI, uses Volkswagen's new 2.0-litre four-cylinder turbo diesel engine to accelerate from standstill to 100 km/h

in 7.5 seconds, while consuming just 4.2 litres of fuel every 100 km.

Volkswagen's outgoing Golf 6 GTD had corresponding figures of 8.1 seconds and 5.5 L/100 km. CO2 emissions are also reduced to just 109 g/km.

Power and torque are both up on the old 2.0-litre turbo diesel – rising from 125 kW to 135 kW and from 350 Nm to 380 Nm respectively.

The VW Golf GTD produces its 135 kW of peak power from 3500 to 4000rpm and its 380 Nm maximum torque between 1750 and 3250rpm.

The engine's outputs are transferred to the road via either a six-speed manual or optional six-speed dual-clutch auto.

A sports suspension is designed to bring greater composure to handling, with the Volkswagen Golf GTD sitting on 17-inch alloy wheels wrapped in 225/45 rubber.

The GTD's interior doesn't borrow the trademark red stitching of the Golf GTI hot-hatch, but does again share its famous tartan seat pattern.



Other features include a sporty steering wheel, front and rear parking sensors, stainless-steel pedals, and a trim and instrument design that's exclusive to the GTD in the Golf range.

The outgoing VW Golf 6 GTD costs \$39,290 in Australia.

The new Golf 7 GTD first appeared publicly at the 2013 Geneva motor show early last month, and will go on sale in Europe in mid-2013.

The all-new Volkswagen Golf 7 range launches locally this month. The GTD is expected to join the local line-up, though not immediately; it may join the Australian range by the end of the year. For now VW Australia is saying only that the GTD is under consideration.

## Golf 7 wagon.

The all-new Volkswagen Golf wagon has also been unveiled at the Geneva motor show, revealing an all-wheel drive option and efficient BlueMotion technology that delivers fuel consumption of 3.3 litres per 100km.

The new Volkswagen Golf wagon – based on the new seventh-generation hatchback – measures in at 4562 mm long and provides 605 litres of boot space – 100 L more than the current sixth-generation model. Capacity with the rear seats folded forward also increases to 1620 litres, 125 L more than



the outgoing Golf 6 wagon.

Despite the increase in size – the wagon is now 307 mm longer than the hatchback – the Volkswagen Golf wagon is up to 105 kg lighter than the model it replaces and, in a first for the wagon, is now being offered with a fuel-efficient 81 kW 2.0-litre TDI BlueMotion diesel option tied to a six-speed manual transmission, which achieves a combined cycle fuel consumption figure of 3.3 L/100km – making it the most fuel-efficient Golf wagon of all time.



A variety of petrol and diesel engines ranging in performance from 63 kW to 110 kW will accompany the TDI BlueMotion unit, as will the option of Volkswagen's 4Motion all-wheel-drive system.

Like the outgoing Golf 6, the styling of the wagon is identical to the hatchback from the A-pillar forward, embracing the new model's more assertive dark-tinted headlights and slim, wide grille and air intakes.

Character lines along the doors and sharper angles around the windowsills of the broad glasshouse add more personality to the design, while sleeker and higher-mounted tail-lights closely resembling those of the larger Passat wagon clean up the look at the rear.

The Golf wagon will also inherit the classy new interior debuted by the Golf 7 hatch, combining a range of high quality soft-touch plastics, leathers, piano black and brushed metal surfaces with a large colour touchscreen and detailed instrument cluster display.

The new Volkswagen Golf wagon will go on sale in Australia early in 2014, following the introduction of the Golf 7 range this month, and the launch of the Golf GTI in the fourth quarter of this year.

## VW XL1 starts production.

The most fuel-efficient production car in the world, the Volkswagen XL1, has been revealed at its official unveiling at last month's 2013 Geneva motor show.

Volkswagen claims the futuristic two-seater is the first ever production car, powered by an internal combustion engine, to use less than one litre of fuel per 100 km on the combined cycle.

The revolutionary Volkswagen XL1 teams a super-fuel-efficient diesel plug-in hybrid propulsion system with slippery aerodynamics and a lightweight body to return an official fuel consumption rating of 0.9 L/100 km (313 mpg



imperial, 261 mpg US) and average CO2 emissions of just 21 g/km.

Volkswagen claims the XL1 can operate in zero-emission pure-electric mode for up to 50 km and has a total range in excess of 500 km despite featuring only a 10-litre fuel tank.

The Volkswagen XL1's hybrid system comprises a 35 kW/120 Nm 0.8-litre two-cylinder turbo-diesel engine, a 20 kW/140 Nm electric motor and a 5.5 kWh lithium-ion battery. A seven-speed dual-clutch automatic transmission sends a maximum of 51 kW/140 Nm to the rear wheels, enough to propel the XL1 from 0-100 km/h in 12.7 seconds and on to an electronically limited top speed of 160 km/h.

At 3888 mm long, 1665 mm wide and 1153 mm tall, the Volkswagen XL1's roof sits almost 35 cm closer to the ground than that of the otherwise similarly sized Volkswagen Polo city car.

The XL1's carbon-fibre reinforced polymer body contributes just 230 kg to the car's total 795 kg mass – which makes it 85 kg lighter than the pint-sized Volkswagen Up! three-door. The drive unit (227 kg), running gear (153 kg), electrical system (105 kg) and equipment (80 kg) make up the remaining 565 kg.

The XL1's gullwing doors feature rear-facing cameras in place of conventional side mirrors, with real-time images displayed in screens mounted in the door liners.

Low-rolling resistance tyres wrap around 15-inch magnesium wheels at the front, while aero-aiding covers hide 16-inch wheels at the rear.

The Volkswagen XL1 will be produced in the now VW-owned former Karmann factory in Osnabrück, Germany, alongside the Volkswagen Golf Cabriolet and Porsche Boxster.

Volkswagen will initially build 50 cars that have been approved for use in Europe, and reports suggest future vehicles will be built to order in low numbers. The German car maker has given no indication of pricing at this stage.

Volkswagen Group Australia have not yet commented on whether they will consider it for the local market.

## Up! hybrid.

The Volkswagen Up! hybrid will inherit the groundbreaking diesel plug-in technology from the futuristic XL1 to make it one of the most fuel-efficient cars on the market.

Set to launch by the end of 2014, UK publication Autocar reports the Up! hybrid will use about three litres of fuel per 100km by borrowing the XL1's ultra-frugal hybrid

system, which comprises a 35 kW/120 Nm 0.8-litre two-cylinder diesel engine, a 20 kW/140 Nm electric motor and a 5.5 kWh lithium-ion battery.

The super-sleek 0.9L/100km Volkswagen XL1 two-seater revealed today and shown at last month's Geneva motor show will be produced in limited numbers, initially just 50, but its pioneering drivetrain will have a far wider reach in the Up! hybrid, which Volkswagen will produce on a significantly larger scale.

If the 3.0 L/100km estimate is accurate, the Up! hybrid will be around 40 per cent more fuel efficient than the current 1.0-litre three-cylinder petrol-powered Up!, which burns just 4.9 L/100km on the combined cycle.



Fitting the XL1's hybrid system to the Up! hybrid won't be as simple as a straight transplant, however. Where in the XL1 the battery is positioned on the front axle and the diesel engine, electric motor and seven-speed dual-clutch automatic transmission are positioned at the rear, this arrangement will be reversed in the Up! hybrid, with the moving parts relocated under the bonnet and the battery sent to the rear.

Like the XL1, the Up! hybrid is expected to have a zero-emission pure-electric range of 50 km, while its total hybrid range will depend on the size of the fuel tank fitted.

## 5 million Audi quattros.

Audi has assembled its five millionth car fitted with its permanent all-wheel-drive system, marking 33 years of the famous 'quattro' technology. Audi always spells 'quattro' with a lower-case q.

The white Audi A6 Allroad 3.0TDI left the assembly line at the Neckarsulm plant in Germany featuring the quattro system that now spreads across more than 140 Audi variants.

After debuting in 1980 in the original 147 kW quattro car – a car that remained in the model line-up until 1991 – quattro technology then formed a crucial part of the 225 kW 1984 Audi Sport quattro and eventually the mighty Sport quattro S1. The system is now an option across Audi's model range and is standard in the Audi Q7, R8, A4 allroad, A6 allroad and all S and RS derivatives.

Audi CEO Rupert Stadler said quattro has been critical to the German company's success.

"quattro is one of the key pillars of our brand. We are committed to our pioneering role and will continue to develop this advantage with new technologies."

Audi says that 2012 marked a record year for quattro



with more than 43 per cent of its customers selecting a model with the all-wheel-drive system.

With its origins tracing back to a group of Audi engineers, including Dr Ferdinand Piech, testing prototypes in the Swedish snow in the winter of 1976-77 (such as the Audi-designed VW Iltis), the quattro concept came about with the development of a hollow transmission shaft that was capable of flowing drive in two directions, allowing power to be sent to both the front and rear wheels.

In 1986, the system's manual-locking centre differential was replaced by a torque-sensing Torsen differential before the advancement of a planetary drive arrived in 2005, offering the asymmetrical distribution of power.

The Audi quattro gained world fame and admiration when it was entered in the World Rally Championship, starting in 1981. The powerful 4WD quattros revolutionised rallying. Hannu Mikkola won the first victory in Sweden, and Michele Mouton followed at San Remo – the first woman to ever win a World Championship rally. Audi won the Makers Championship in 1982 with the original 300-bhp Audi quattro rally car, and again in 1984 with the improved 350-bhp A2 quattro in the hands of Hannu Mikkola, Michele Mouton, Stig Blomqvist and Walter Röhrl.

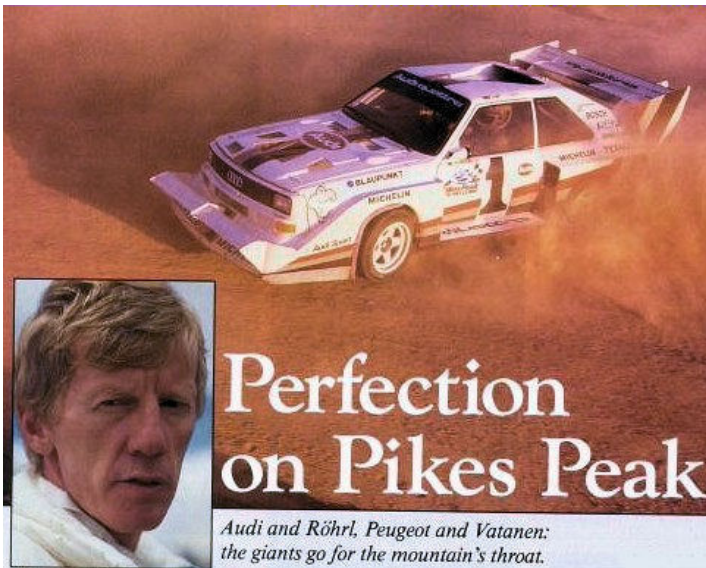


In 1985 the 450-bhp short-wheelbase 'Sport quattro S1' appeared, designed for the new Group B rules. In 1986 the ultimate quattro, the S1 E2 'batmobile' with well over 500-bhp appeared. Rallying had never been faster, more exciting or more popular, before or since, but the awesome hand-built cars (some with over 600-bhp) were just too fast and too dangerous. Group B rallying ended in 1986 following the deaths of Henri Toivonen and Sergio Cresto in their Lancia Delta S4 in a high speed crash. Audi then withdrew from Group B rallying.



However Audi quattro S1s also won the famous Pikes Peak US hillclimb in Colorado, not just once but four years in a row.

Michele Mouton became the first female to win the 'Race to the Clouds' in 1984, driving an Audi Sport quattro. She won again in 1985, beating her previous time by 45 seconds - as well as the course record held by Al Unser Jr (Coyote Chev), by 13 seconds. In 1986 Bobby Unser's Audi Sport quattro was the winner, lowering the course record by a further 16 seconds. In 1987, Walter Röhrl charged up the 156 curves in his Audi Sport quattro S1 and took another 22 seconds off the record - and the first vehicle to ever climb the mountain in under 11 minutes (10 min 47.85 sec). This was the last time Audi competed at Pikes Peak - in 1988 Audi instead went on to compete in the US Trans-Am circuit racing series with the 200 quattro, driven by Walter Röhrl and Hans Stuck - which they won.



Walter Röhrl admitted later that if he had driven Pikes Peak in 1988 in the same Audi S1, he would have been 25 seconds quicker! Instead, Ari Vatanen in his Peugeot 405 turbo went on to beat Walter Röhrl's record in 1988, but with a time of 10:47.22 - just 0.63 seconds quicker.

Today the record is 9:51.29, set in 2011 by Nobuhiro 'Monster' Takajima in a Suzuki SX4, but for a number of years now the course has been tarmac from bottom to top, rather than unfenced dirt as it was in the 1980s.

## VW e-Co-Motion van.

The Volkswagen e-Co-Motion concept has been unveiled at the Geneva motor show, previewing a future zero-emissions delivery van.

Designed to offer a solution to the problem of transporting goods into and out of increasingly more populated cities with ever stricter emission restrictions, the all-electric Volkswagen e-Co-Motion concept - seen first in a series of sketches - is a design platform intended to point consumers towards the future of commercial vehicles.

Measuring in at 4550 mm long, 1900 mm wide and 1960 mm tall - 342 mm shorter, 4 mm narrower and with a 30 mm lower roofline than the entry-level T5 Volkswagen Transporter - the e-Co-Motion provides 4.6 cubic metres of

cargo space and a payload of 800 kg.

With its intended purpose in mind, Volkswagen says the top priorities of a future production version are high manoeuvrability, good all-round visibility, a high seating position, low cargo floor height for ease of loading and a small footprint. A uniform platform would also allow for many different variants of the van, making various body types available to suit specific customer requirements.



The Volkswagen e-Co-Motion's 85 kW/270 Nm electric drive unit is mounted to the rear axle along with a single-speed planetary gearbox in an effort to increase the van's wheel turning angles and achieve a turning circle of 8.95 metres. An electronically limited top speed of 120 km/h joins an EV range of 100-200 km, depending on the battery selected (20kWh, 30kWh or 40kWh).

The van also comes with drink holders and 12V and 230V accessory outlets as well as storage space for tools, documents and freight goods. A rotary gear selector and eight-inch colour screen that displays the controls for the e-Co-Motion's climate control and infotainment systems also feature.



The styling is just an exercise at this point, intended to gauge interest and feedback, but may a pointer to the future styling of the next generation T6 Transporter, due in a few years' time.



## The Toy Department.

Manufacturer Kyosho, founded in China in 1963, this year celebrates 50 years of die-cast and R/C model cars.

As far as I am aware they are the first maker to produce the new 2012 Volkswagen Beetle sedan and Cabriolet, here in 1/18 scale.



They come in the popular Candy-Apple Red, White, Sunflower Yellow and many other colours.

The 1/18 scale die-cast car has opening bonnets, doors and hood.



For availability of this model or any other VW collectable at competitive price give Steve at Mobile Auto Model cars a call on 0403 012060. They are one of the sponsors of the VW Nationals.



Tony Bezzina  
[Kbezzina@bigpond.com](mailto:Kbezzina@bigpond.com)

## Shannons Wheels ACT 2013.

Sunday 17 March saw the annual Shannons Wheels car show run in Canberra. The event was moved last year to Thoroughbred Park on the north side of town, and it was held here again this year. With a chilly start (some would say 'freezing?') and a wind that blew everything away, it certainly was an interesting start.



In all we had 20 VWs there of various models, from old split Kombis to a new Golf Wagon and a new Scirocco, and everything in between. With the wind we could not use our gazebos, resulting in most people sporting a nice shade of sunburn the following week.







Thanks to everyone for coming along, it was a great day. A particular thanks to Ray and Shirley Pleydon who came from Sydney in their Type 3 Fastback, 'Daisy'. We know Sydney had another show on the same day (at Flower Power Moorebank), so thank you for making the trek to Canberra and joining us for the day.

Bruce

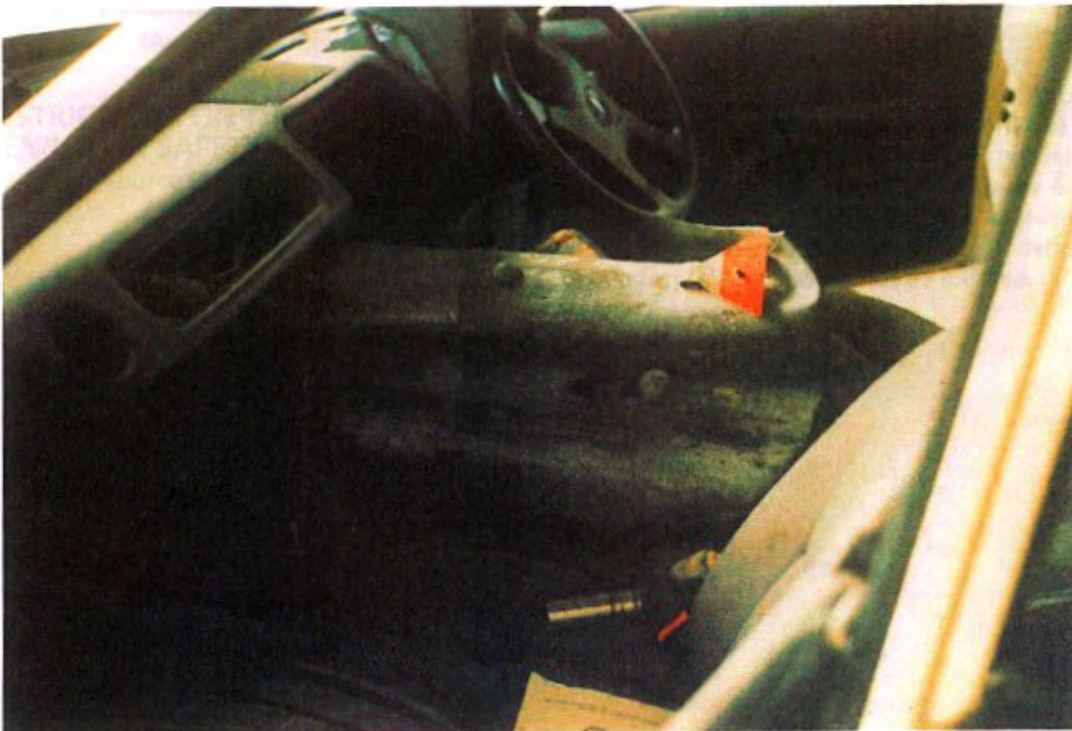






"Spearing incidents" can occur when vehicles hit the leading terminal in a direction that is parallel to the barrier. As shown by these photographs of separate incidents, the results can be dramatic. Terminals, particularly on the leading end, should be sited so that it is practically impossible for a vehicle to hit the rail in this manner.

Note: This is an impact with a BCT.



"Fishtail" ends are no longer permitted on the leading ends of W-beam as they have been shown to be ineffective. The terminal designs now promulgated attempt to reduce the chance of this type of crash result, particularly with smaller vehicles.





# VW NATIONALS 2013

## AIRCOOLED & T3/T4 CAR SHOW ENTRY FORM



Name: \_\_\_\_\_

Entrant No: \_\_\_\_\_

(Official Use Only)

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Contact number (on the day): \_\_\_\_\_

E-mail address: \_\_\_\_\_

Rego No: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Vehicle Description: \_\_\_\_\_

Category Entered:



**\$30 Show and Shine entry** (includes driver only)

- or -

**\$25 Pre Entry** (closes Friday 10<sup>th</sup> May)

\*Vehicles may only be entered into ONE category\*

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2013 **Peer Judging** will determine the Air-cooled winners. Ballots will be provided to each entrant upon entry. Entries to all categories close at **10:30 am** sharp.

**Ballots MUST be returned to the Club VW stand no later than 12:00 pm.**

### The Judges decisions are final

#### # Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All

#### # Categories

- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Aircooled - All
- 18 Non-factory Off-road and Buggies - All
- 19 VW-Powered Trike - All
- 20 Aussie Convertibles and Kit Cars - All
- 21 Best engineered/race - Aircooled - All
- 22 Rat class - All Years - All

#### Automatic Entry

- 40 Peoples Choice - Aircooled
- 42 Volkswagen Group Australia Car of the Day



# VW NATIONALS 2013

## WATERCOOLED CAR SHOW ENTRY FORM



Name: \_\_\_\_\_

Entrant No: \_\_\_\_\_

(Official Use Only)

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Contact number (on the day): \_\_\_\_\_

E-mail address: \_\_\_\_\_

Rego No: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Vehicle Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Category Entered:



**\$30 Show and Shine entry (includes driver only)**

- or -

**\$25 Pre Entry (closes Friday 10<sup>th</sup> May)**

\*Vehicles may only be entered into ONE category\*

Pre-entries can be done online at [www.clubvw.org.au](http://www.clubvw.org.au) by following the Nationals links or you may post this form, with payment, to the Secretary, Club Veedub Sydney Inc C/- 14 Willoughby Ct, Grassmere, **before Friday 10th May 2013.**

All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day.

In 2013 **Peer Judging** will determine the Water-cooled winners. Ballots will be provided to each Entrant upon entry. Entries to all categories close at **10:30 am** sharp.

**Ballots MUST be returned to the Club VW stand no later than 12:00 pm.**

#	Categories	#	Categories
23	Polo – All Years	32	Sports Coupe (Scirocco, Corrado, Audi TT) – All Years
24	Golf 1 - 1976 to 1983	33	VW Sedan (Bora, Jetta, Passat, Vento) - All
25	Golf 2 - 1984 to 1992	34	Tiguan/Touareg/Amarok – All Years
26	Golf 3 - 1993 to 1997	35	Audi - All Years
27	Golf 4 - 1998 to 2003	36	SEAT - All Years
28	Golf 5 - 2004 to 2008	37	Skoda - All Years
29	Golf 6 - 2009 onwards	38	VW Commercial Vehicles (Transporter/Multivan, Caddy) – All Years
30	New Beetle - All Years	39	Best Engineered / Race Watercooled Vehicle
31	VW Convertible - (Golf Cabrio, Eos) – All Years		

### Automatic Entry

- 41 Peoples Choice - Watercooled
- 42 Volkswagen Group Australia Car of the Day





the McCafe), we started up and cruised down Milperra Rd, across the Henry Lawson Drive intersection and to the entrance at the next left. It was \$10 to enter, which included a show bag and entry forms, and the VWs parked together on the grass.

It was a clear sunny day, just a little cool, and all the cars were sparkling in the sun. We were placed about in the middle of the field, with later arrivals continuing for the next hour or so until the field was full.

We spotted several other VWs in the show, two early arrivals at the top and a couple of late-comers, so it was a pity we couldn't all park

## Flower Power Show n Shine.

On Sunday 17th May the Old Car Social Club organised their annual Show and Shine car show at Moorebank, on the grassy park just beside Flower Power on Newbridge Rd. It's the ninth time they have put on this enjoyable and relaxing show, with our club participating in most of them.



Last year the show was rained out, postponed and rained out again, and was eventually cancelled. We were looking forward to this year.

Since the parking is 'first-in first-served', a few of us met up first at McDonalds at Revesby, just up the road on Milperra Rd. That way we planned to cruise there together, and hence park together.

After a quick breakfast at 7:30am (Lily doesn't like the Maccas breakfast menu and only wanted a hot choccie from



together.

We wandered around and looked at all the classic cars. There were plenty of early Holdens and Fords, as well as their US cousins Chevys and Mustangs, and bigger US models such



as Cadillacs and Thunderbirds. We also spotted a '59 Plymouth painted like Christine – a movie still too scary to show Lily – but it looked great. There were few European cars, and Volkswagen was by far the most popular of these – ours, though, were of course made in Australia.

Our VWs were very popular with passers-by, and we chatted with all the interested spectators. We gave out about a dozen membership forms to interested fellow VW owners.



Lily and I had a wander through Flower Power and she enjoyed an ice-cream at the cafe. However we had to depart just after lunch for a family get-together, so we couldn't stay for the trophy presentation at about 2pm. However we did hear later that Wayne won Best Commercial for his beautiful Kombi – well done Wayne!





## Bug Off Cancer! 2013.

It's on again! Bug off Cancer! is again raising funds for Australian Cancer Research Foundation. The drive this year will go 'Coast to Coast', linking the Pacific and Indian Oceans over a period of 16 days. We are departing Sydney on Saturday 29 June, and driving on to Perth and return.



The total trip is approximately 8,200 km. It will be again done in my trusty 1965 VW 1200 'Standard' Beetle that has completed the previous three Bug Off Cancer! drives covering a distance of over 15,200 km.

We have raised \$35,000 in the previous three years, and this year our target is \$15,000.

Not all of us are affected by cancer, but statistics show that 1 in 3 Australians will be affected by cancer by the age of 75. It is estimated, that in 2010, 115,000 new cancer cases were diagnosed, with 43,000 estimated deaths.

You can read more about Bug Off Cancer! at [www.bugoffcancer.com.au](http://www.bugoffcancer.com.au)

Donations can be made at <https://give.everydayhero.com/au/bugoffcancer2013>

Thanks for your help and support in the past and again for this year.

Best regards,

Norman Elias

## Sydney German Autofest. Sunday 24 March.

The Mercedes-Benz Club of NSW recently organised the second Sydney German Autofest, following the first ever one held at Five Dock last year. The MB club, like many of us, had enjoyed travelling to Canberra for the German Autofest there, but wondered why there wasn't one in Sydney. Well last year's was a huge success, too big for the venue, so this year it was moved to Gough Whitlam Park at Earlwood.



The Kombi was still clean and shiny from last week's Flower Power show, so I only needed to wipe it down and drive to Earlwood early in the morning, I got there at 7:15am, before the MB club had even set up the entrance, but Wayne, Laurie and Gwen were already there. Jeff arrived in his Superbug shortly after, bent mudguard nicely repaired and repainted. Joe and his Superbug also arrived.

The Mercedes Club set up the entry, \$10 to enter and everyone got a showbag. Over the next hour or so we watched as dozens of Mercedes Benzes and Porsches arrived, separated into their own rows, a most impressive turnout by their members. We had five (4½?) VWs when Steve arrived in his Subaru-Superbug, and a sixth when a Golf 5 R32 parked with us, but with four BMWs also there by that stage, we were struggling to avoid 'lowest turnout.'



However after 8:30am there was a sudden surge in VW arrivals. We soon had an impressive row of eight VW Beetles, with another two beside the two Kombis, and Peter's up under the trees. As well, there were half a dozen new VWs,





including several nice GTIs and Matt's Scirocco 2. There was also a split Kombi, but as he was a late arrival he couldn't park with us.

The Mercedes Club had a central marquee with their club info, with a Mr Whippy van behind for light refreshments. There was also a German-style hot-dog van selling hot food and rolls, but with a long queue most of the day I didn't get a chance to sample them.



The owners of the German marques enjoyed the warm sunny weather, wandering up and down the rows of gleaming machinery and chatting to each other. We wondered about Audi, as by 9am there was only one R8 in attendance (is Club Audi still going?), but close to the 10am closeoff a couple of A4 and A6 sedans joined in, plus a gorgeous 1980s quattro.

There were also a few minor German vehicles, such as some Messerschmitt micro-cars, and a Borgward station wagon (!)



The VWs were in a different universe from many of the stunning big-dollar Mercedes, BMW and especially Porsche machines, but we were by no means outshone. Owners of the other marques expressed pleasure at the high quality and excellent condition of our VWs, and of course many of them 'used to own one.'

The show was officially opened by the Mercedes Club president Vince Thompson, and introduced special guest Mr Hans Dieter von Streinach, the German Consulate-General. He later wandered through the show, and we had a chat to him when he arrived at the Volkswagen group. Naturally he used to own one when he was a young fellow in Germany!



It was a very enjoyable show in terrific weather, and I'm glad I wore a hat and sunscreen. Quite a few familiar faces from our club dropped in to say hello, but didn't show their vehicles. The venue this time was much larger and had room for all the cars, but suffered a little from not having any 'through' traffic from non-show people. We are very lucky that Boris' Picnic Day has such a fantastic number of passers-by all day, by comparison.



By noon a number of cars were already leaving, even though results of the judging would not be announced until 1pm. Again I had family commitments later in the afternoon (my birthday gettogether at Monte Carlo Pizzeria!), so I had to depart shortly after lunch.

Thank you to the Mercedes-Benz Club of NSW for organising an excellent show, and to our members for supporting it. It was a pleasure to take part. We are looking forward to getting together again next year.

Phil Matthews





## 60 Years in Australia? No, not just yet.

Since January, when Volkswagen Group Australia announced new all-time record Australian VW sales total (54,835 2012), they have been adding a new little logo to their local print advertisements. This shows a little stylised VW Beetle outline, with the words, '60 YEARS IN AUSTRALIA.' It looks great, and being the start of 2013, implies that Volkswagens were first sold here in 1953.

Sorry, but that's wrong. VWGA is a year early!

There have been several references to VW's 60 years in Australia in the local motoring press, especially recently on the launch of the Up! and Beetle, and you can bet you'll hear more of it when the Golf 7 debuts shortly. It's still wrong.

Already there have been announcements to celebrate the occasion. Our friends at the Volkswagen Club of Victoria, for example, have moved their Day of the Volkswagen show from September to October – to coincide with the anniversary of the "first Volkswagens to go on official sale in Australia in 1953," explains their president Lloyd Davies. Sorry Lloyd, that's wrong.

No Volkswagens were sold in Australia in 1953. They didn't go on sale here until March 1954.

How do we know? Well, let's look at some evidence.

Firstly I have a press release from Volkswagen (Australasia) Pty Ltd, dated January 1961, titled 'VW Takes Shape in Australia's Future.' It noted 91,000 Australian sales so far, from the Clayton factory beginning local assembly in June 1954 to the new local content goals and factory expansion just announced. "All of this has been achieved in six short years, for it was not until November 1953 that Australia saw its first Volkswagen," said the press release.

But don't jump to any conclusions yet – it also says, a few paragraphs down, "The Round-Australia trials reinforced the Volkswagen's reputation... five successive outright trials victories – in

1955, 1956, 1957, twice in 1958 – demonstrated the high calibre of VW design, manufacture and performance."

Nope. VW did win the last Redex in 1955, and the Mobilgas in 1956, '57 and '58 – but won the Ampol in 1957, not 1958, when a Holden won. And Australians saw Volkswagens earlier than 1953 – the Army brought two here in 1946, and Mrs Ted Haenel shipped her '46 model here in 1951. So take that press release with a grain of salt, it ain't quite right.

Next, in 1961 Volkswagen (Australasia) Pty Ltd celebrated its first major milestone when, on Thursday 23 March, at 11 a.m., the 100,000th Australian Volkswagen left the production line at Clayton, Melbourne. In a ceremony at the factory, the then Premier of Victoria, Sir Henry Bolte, presented that 100,000th VW to Mr and Mrs Hanael, in exchange for their 1946 Beetle they had privately imported in 1951.

### A SHORT HISTORY OF THE FIRST TEN YEARS

The first few Volkswagens were registered early in 1954. The new car, with its unusual shape, attracted a great deal of attention . . . and not a little derision.

But Volkswagens soon proved their reliability, durability, comfort and economy, not to mention quality, and became so popular with Australian motorists that the decision was made to assemble them locally.

Local assembly began in June, 1954, at a factory at Centre Road, Clayton — then one of the sparsely settled outer suburbs of Melbourne.

By the end of 1954, 1,385 Volkswagens had been produced. The next year production was 6,634 vehicles; and the next, 12,219.

The pattern was set; and it became obvious to

By this time Volkswagen sales in Australia had risen to 28,596 — nearly ten percent of the total vehicle sales in Australia in 1960.

Not only was the plant meeting the demands of the local market, but vehicles and parts were being exported to South Pacific and South-East Asian nations.

In a press release, VW advertised the milestone and the ceremony, and described the thriving Clayton factory and its

new expansion project. The fourth paragraph said, "The production of the 100,000 th VW has been achieved in the short period of less than six years. The first Volkswagen arrived in Australia early in 1954. When its popularity with the Australian public had become apparent, arrangements were made for assembly in Australia."

Then in 1964, VW's 'Tenth Anniversary in Australia' was a big deal. The company, now fully owned by VW Germany and called Volkswagen Australasia Limited, published a booklet called 'Volkswagen in Australia – The First Ten Years.' You can buy facsimile copies – I have one - and an original hardbound edition is in the Mitchell Library.

"It is just a decade since the first Volkswagens ran on Australian roads," said the introduction. "Yet in this short period of ten years, the familiar

**YES! VW1200 SEDAN NOW ONLY £799**

(EVEN LESS WITH BIG BIRTHDAY TRADE-INS)

CONTACT YOUR VW AGENT TODAY:

<p><b>ALBURY:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>BANSTOWN:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>BLACKBURN:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>BRISBANE:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>BURBANK:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>CITY:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>	<p><b>COLLAROY:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLADSTONE:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>	<p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>	<p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>	<p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>	<p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p> <p><b>GLASSBORO:</b> BANKS MOTOR PTY LTD 121 Park St, Albury, NSW 2643</p>
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This is unbelievable we know, but it's true. Here is a new and better VW1200 Sedan... with all the typical VW reliability, ruggedness and performance and it has a new low price. Here's one birthday present you won't forget. New VW1200 Sedan is our 10th birthday gift for you... best drive today!



Volkswagen sedan has become an everyday part of the Australian scene."

On page 2 is the clincher. "The first few Volkswagens were registered early in 1954. The new car, with its unusual shape, attracted a great deal of attention...and not a little derision. But Volkswagens soon proved their reliability, durability, comfort and economy, not to mention quality, and became so popular with Australian motorists that the decision was made to assemble them locally. Local assembly began in June 1954, at a factory at Centre Road, Clayton."

In late 1964 and early 1965, VW Australasia ran an ad campaign, dropping the price of the VW 1200 Sedan ('Standard'), from £819 to just £799 – "even less with big birthday trade-ins." "New VW 1200 Sedan is our 10th birthday gift for you. . . test drive today!" The copy shown opposite was published in the Herald, on 2 June 1965.

Even back then, VW knew that its birth year was 1954, not 1953. But when, exactly?

Obviously the best place to look for this sort of thing is in newspapers of the time, and we are fortunate that the big libraries keep them for our perusal. The State Library of NSW in Macquarie St has all the major Sydney papers, many large regional newspapers and the major interstate newspapers, on microfiche reels. You can easily browse a month, or fortnight at a time. The most modern equipment saves a 'print screen' directly to your USB stick as a JPG or PDF – easy.

The Sydney Morning Herald's first-ever mention of the Volkswagen was on 6 September 1953, when a news report 'German Challenger in Britain' told of the German car going on sale in Britain. There was no mention of the car coming to Australia. The other Sydney daily papers, The Sun, Daily Mirror and Daily Telegraph, had no mention at all of the Volkswagen in 1953.

But as the first Volkswagens were imported into Melbourne, there was much more in the Melbourne papers. The Melbourne Age (equivalent to the SMH) ran the first



THE GERMAN PEOPLE'S CAR, the Volkswagen, was introduced to Melbourne yesterday at Regent Motors. Baroness Irene von Oertzen, who opened the preview, is being interviewed by Walter Schauble, representing a German radio network.

mention of the Volkswagen on Tuesday 27 October 1953, saying that "the Volkswagen, the German 'People's Car', will be available in Melbourne in mid-November."

Then, in The Age for Saturday 12 December 1953, was

a report on the first showing of the Volkswagen, "yesterday," at the showrooms of Regent Motors Pty Ltd, Sturt St South Melbourne. The dealer principal Lionel Spencer was the new Australian VW agent, having been awarded the honour by Baron von Oertzen, then the boss of VW South Africa and Australasia. The two knew each other before the war when they sold DKWs here. Regent Motors was then a Rover agency, but took on Volkswagen. The new car was launched by the Baron's wife, Baroness Irene von Oertzen, shown in the newspaper photo talking to a German radio interviewer.

The next mention in The Age was on Tuesday 12 January 1954, when the paper was able to report on a short drive in the 'People's car'. It was still being

THE AGE, TUESDAY, OCTOBER 27, 1953

## MOTORING and MOTOR CYCLING

Conducted by John W Hall

### Helpful — and Free!

One of the handiest motorists' aids to come along for some time is the "Marqol" Fault Finder being issued free at independent service stations.

The fault finder is a disc chart which, set at appropriate symptoms, tells likely causes of engine faults or poor performance.

Many motorists would be well advised to have such a handy device in the glove box of the car.

### PARK FOR CARAVANS

"Cromacra," a caravan park with paved roads and its own shops and conveniences, has been opened on the Princes Highway at Spring Vale, about 20 minutes' drive from the city. The telephone number is 114567.

### "People's Car" for Australia Soon

Volkswagen, the German "People's Car," will be available in Melbourne in mid-November.

These remarkable 14 h.p. vehicles which are offering such stern competition in the markets of the world, will sell at about £900, including tax.

The model available will be the 4-6 seater two-door Export de Luxe version which early this year supplanted the standard version.

At first the cars will be imported complete, but early in January, c.k.d. (completely knocked down) units will be imported to increase quantities available.

These will be assembled at the Fremington plant of the distributors, Regent Motors Pty. Ltd.

"The Volkswagen has been progressively refined since the day before World War II, when it was produced as an austere 'People's Car.'

Improvements have been bigger tires, softer suspension, bigger dampers and thermodynamic cooling control, bright exterior metal work, hydraulic brakes and synchromesh gear box.

The car is unorthodox. It has a flat four 1111 c.c. air-cooled engine at the rear, independent suspension of all four wheels, and a light backbone chassis.

Extensive use of magnesium alloy for power unit and transmission casings helps keep the kerb weight of the whole car down to less than 1450 lbs. and provides a favorable power to weight ratio.

The engine is "over square" with a 54 mm. stroke, 75 mm. bore, and develops 25 h.p.

The transmission has four speeds with a geared-top top, which makes it virtually impossible to over-rev the engine.

The makers claim the car can be cruised comfortably at full throttle at about 82 m.p.h., with the engine turning over at only 1800 r.p.m.

Maximum speed is about 81 m.p.h. and average petrol consumption is 27-30 m.p.g., giving it a non-stop range of about 300 miles.

Features which make it good present-day value are:

- Comfort and finish are considerable.
- The general layout of engine and interior are predecessor, the Hampshire, and, all round, is a better performer.
- Apart from interior improvement because of better finish and DuPontite seats, going was fast was on corrugated beds. If the car was lightly laden the ball was inclined to skip.
- Steering was high geared, accurate and firm at speed too, because of this, not as

### G.M. German Car

THE KAPITAN, General Motors' latest development of its German car, the Opel, shows distinct American influence in its styling.

- The radiator grille is of particular interest. General Motors-Holden's shortly is expected to introduce new frontal treatment for the Holden, similar to that on the Kapitän and also the latest Chevrolet.
- The Kapitän employs a 6 cylinder O.H.V. engine of 2473 c.c. developing 85 b.h.p. at 3700 r.p.m.

### Austin A70 Suited to Local Conditions

The development of the Austin Sixteen into the A70 Hereford has produced a car eminently suited to Australian conditions.

The development of the Austin Sixteen into the A70 Hereford has produced a car eminently suited to Australian conditions.



'run-in' so only a 'familiarization' run was possible, but a drive through the cobblestones and pot-holes of South Melbourne proved the VW could take plenty of punishment. There was no information on sales or distribution matters.

The 1954 Melbourne Motor Show was held in March, and in The Age for Tuesday 30 March was a Motor Show Supplement. Page 14 featured a picture of the new VW (with a sunroof!) under the heading 'Strong Indication of Demand for Low Cost Cars.' Together with a mention of the Citroen 2CV, 2-door 'baby' Morris and Austins, Renault, Ford Anglia and Standard 8, the report said; "Volkswagen, the low-priced economy car of high standard of finish with which Germany is attacking world markets." It was the Volkswagen's first proper showing for the public.

To coincide with the Melbourne Motor Show, Eddie Perkins helped promote the Volkswagen when he set its first Australian sporting achievement. He broke the Perth-Melbourne road record by 9 minutes, driving the 2,100 miles in 38 hours 57 minutes. He arrived in Melbourne on Tuesday 20 March 1954, the day the motor show opened.

THE AGE. TUESDAY. MARCH 30, 1954

**THE CATALOGUE of the 1954 International Motor Show in Melbourne is significant for its indication of the manner in which the motor industry has approached the problems of stiffening opposition and a buyers' market. On the latter the demand for reasonable cost motoring is strongest.**

## Strong Indication of Demand for Low Cost Cars



Of the 75 models exhibited, makers are seeking out buyers in the lower income groups with 13 passenger models at less than £1000—and 16 just over.

The battle between makers is keenest in the sale of cars in the less than £800 bracket. A close study because of the manner in which makers have cut production costs. wheels being independently sprung. The engine is a flat twin of 375 c.c. and should re-

**VOLKSWAGEN, the low-priced economy car of high standard of finish with which Germany is attacking world markets.**

The Sydney Motor Show followed in April, coinciding (as it did in those days) with the Royal Easter Show at Moore Park. On Monday 12 April 1954 the Sydney Morning Herald published an Easter Show supplement, which included a motoring section. Lanock Motors advertised their new Volkswagen – "Introducing to the NSW market the internationally famous Volkswagen!"

"Germany's best-seller, the Volkswagen, thrusts its sloping nose into Australian markets this year," said the text. "The economy car family grows, with a wider range of new arrivals. No fewer than five entirely new small family cars are now on sale in Sydney. And perhaps the most significant of all, the 1954 show marks the debut in Sydney of the world's best selling small car, the German Volkswagen."

The Daily Mirror also published an Easter Show guide with motoring section. In the Mirror for Monday 12 April 1954 was a news report under the heading 'German 'People's



De Luxe Sedan

**PERTH-MELB. RECORD BY VOLKSWAGEN.**

MELBOURNE—Wednesday, March 31st.—Mr. Eddie Perkins, a well-known Victorian motorist, driving a Volkswagen, broke the Perth-Melbourne road record to-day by 9 minutes, covering the 2,100 miles in 38 hours 57 minutes.

*Introducing to the N.S.W. Market the internationally famous*

# VOLKSWAGEN

*It will be displayed in the*

## MANUFACTURERS' HALL ROYAL AGRICULTURAL SHOW

*by the N.S.W. Distributors*

# LANOCK MOTORS LTD.

(A subsidiary of Larke, Neave & Carter Limited)  
177-179 WILLIAM STREET, SYDNEY.

Car' on Display.' "The newly arrived Volkswagen, the German people's car, is attracting great interest at the stand of Lanock Motors Ltd, in the Manufacturers' Hall at the Showground.

"This ingeniously designed, popular model has already achieved considerable success in the export field.

Distribution in New South Wales is being handled by this subsidiary company of Larke, Neave and Carter Ltd."

Likewise, the Mirror's afternoon competition, The Sun, also published a motoring section for the Easter Show. On Monday 12 April 1954 they introduced the Volkswagen to readers with: "A flat-four air-cooled engine with overhead valves powers this deluxe version of the German 'people's car', the Volkswagen.

"Its roomy seating and 13.9-hp rating put it well above the baby class, but it is classified with the smaller cars because of its competitive price and fuel economy – 35 to 40 mpg.

"As the car weighs only 14cwt, the power to weight ratio is excellent. There is independent torsion suspension on all four wheels. Twin torsions of square laminated type are used at the front.

REGENT MOTORS STAND  
INTERNATIONAL MOTOR SHOW  
VICTORIA, AUSTRALIA AND  
TAINAN, TAIWAN DISTRIBUTORS

## Regent Motors

PTY. LTD.

86 Sturt Street, South Melbourne, S.C.A. Telephone: MB 4781



Monday, April 12, 1954

The Sydney Morning Herald

The Economy Car Family Grows, With  
**WIDER RANGE IN  
NEW ARRIVALS**

THE family motorist this year can choose from the widest selection of economy cars ever offered to the Australian public.

No fewer than five entirely new small family cars are now on sale in Sydney, while new versions of proven existing models are also offered.

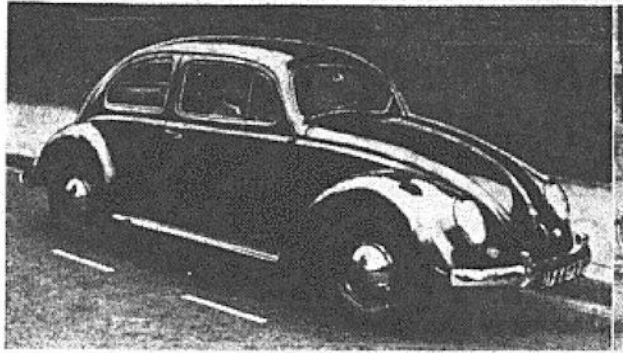
The choice is wide.

Cars range from the Fiat 1100, a new Italian design coupling sporting performance with outstanding economy, to the stark French Citroen 2CV, offering rugged simplicity with the ability to cover more than 70 miles to a gallon of petrol.

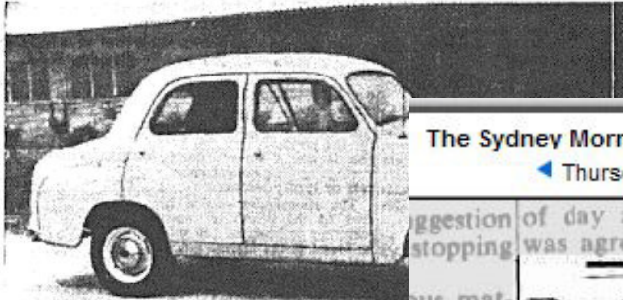
The year, too, is significant for the introduction of new British small cars at lower prices.

And perhaps most significant of all, the 1954 Show marks the debut in Sydney of the world's best selling small car the German Volkswagen.

A compact performer is the Fiat 1100 from Italy (below).



Germany's best seller, the Volkswagen (above), thrusts its sloping nose into Australian markets this year. A rival, the British Standard Eight (below), offers roominess and a more conventional appearance.



The Sydney Morning Herald (NSW : 1842 - 1954)

◀ Thursday 22 April 1954 ▶

**Registrations  
Of Cars  
Up In March**

CANBERRA, Wednesday.—Motor vehicle registrations increased sharply in March, according to figures issued to-day by the Acting Commonwealth Statistician, Mr. K. M. Archer.

The figure for the month, 16,695, was 4,451 more than in February, and 3,949 more than in March of last year.

Not since import restrictions were imposed two years ago have motor vehicle registrations exceeded 16,000 in any one month.

The figures for March, 1954, show that the most popular makes of cars were: Holden, 3,306; Ford, 2,226; Austin, 1,086; Morris, 981; and Standard, 905.

The small German car, Volkswagen, was listed on the registration information for the first time.

The statistics showed that 13 Volkswagens were registered during March, nine of them in Victoria, two in Tasmania, and one each in New South Wales and South Australia.

“The motor is at the rear and the four-speed synchromesh gearbox is integral with the engine and differential. The whole unit can be removed easily for overhaul, and accessibility for maintenance is a feature.”

So with the Volkswagen first introduced to the Melbourne public in March 1954, and to Sydney in April 1954, the question remains – BUT when were the first ones actually SOLD?

For that we only need to look at the Sydney Morning Herald for Thursday 22 April 1954, just ten days later. In a small news item headed ‘Registrations of Cars Up in March’, it reported:

“The small German car, Volkswagen, was listed on the registration information for the first time.

“The statistics showed that 13 Volkswagens were registered during March; nine of them in Victoria, two in Tasmania, and one each in New South Wales and South Australia.”

In fact, if you look at the Federal Chamber of Automotive Industries’ ‘Automotive Year Book’, which was published annually (and are in the Mitchell Library, if you want to inspect them), they report Volkswagen sales as follows:

- 1953 – 0
- 1954 – 1,746
- 1955 – 5,800
- 1956 – 9,207

We have already published detailed year-by-year Australian VW sales figures in Zeitschrift. Just dig out your issues from September and October 2007 – or download them from the Club website.

And there you have it – the first-ever official Australian Volkswagen sales were in March 1954 – NOT in 1953.

Phil Matthews





## Up! and away!

*Jeremy Clarkson, Top Gear UK*

You don't need an iPad. You can watch films on your laptop, you can store data on your phone and for taking pictures it would be easier to set up an easel and break out the oils.

An iPad is stupid, a complete waste of money, especially if you already have an iPhone, which does the same job and can be used for speaking to other people, too. So why did I trot quite vigorously to the shop and buy one? Simple: iPads look nice. That's it, the end.

We see exactly the same thing going on with the Fiat 500. Why do people buy them? Because they are spacious, fast, economical? No. In fact, they are surprisingly uneconomical.

The only reason the little Italian cutester is to be found clogging up every chic street this side of the Urals is that it looks nice. That's it, the end.

I could tell you that, mechanically, the 500 is identical to cheaper or more practical cars such as the Ford Ka and the Fiat Panda. I could say there is very little space in the back, some drivers have found even the two-cylinder TwinAir eco-version struggles to do 8 litres per 100 km and the 500 is made in Poland by people who just want to go home and watch telly.

But it will make no difference. The Fiat 500 is like a useless little mongrel at the dog's home: the one with the wonky ears and the sad eyes. You know that it'll be a bad buy, you know it will leak, but you soooo want it because it's sooooo sweet. Except it isn't, because wading into the fray is the new Volkswagen Up! which unlike the Fiat 500 comes



standard with its very own exclamation mark !!!!

There are plenty of variants. There's a Take Up!, a Move Up! and a High Up!, and then you have the colour-based special editions, which were going to be called White Up! and Black Up! until a Volkswagen bigwig realised a company that made Hitler's favourite runaround shouldn't be selling a car called the Black Up!. So now it's called the Up! Black. Clear? Good.



So let's move on to the engines. There's one. It's a naturally aspirated three-cylinder 1.0 litre unit available in two states of tune: not powerful enough and nowhere near powerful enough. Prices start at less than £8000 (\$12,360), although the car I tested - the 55 kW High Up! - was £10,390, plus £35 for carpets, £350 for cruise control and £225 for a laser to stop it crashing into things in towns. And what I'm going to do now is waste your time and several hundred of my words explaining why you should buy the Up! rather than the little Fiat.

First, the Up! is a lot more spacious inside. It has the longest wheelbase of any city car, so there really is space in the back for two children. Yes, of course you can also get two children in the back of a Fiat, but only if you kill them and chop them up first.



Moving forward, I will agree the Fiat has a funky and attractive dash. But the Volkswagen's is cleverer because in the High Up! it comes with a detachable maps-and-more touchscreen that can be used outside the car and then, when it's clipped in place, as a phone interface, satnav, entertainment system or to show driving statistics. It works brilliantly.

I like the way the dash appears to be a big slab of painted metal, too, and even though this little car is made in





Bratislava, Slovakia (in the same VW factory that makes the Touareg), it still feels Germanically, Speerishly well put together. I'd love to say the same of the Fiat but I can't.

Further forward still is the engine, and here we stumble over the Volkswagen's first black mark. Even though I was driving the most powerful Up!, I couldn't even think about pulling into the outside lane of a motorway unless there had been a terrible crash and the whole road was blocked. It doesn't matter how far back the faster traffic may be, you will soon be in its way. Really, Volkswagen should have called it the Hold Up!. It's fairly pedestrian from 0 to 100 km/h (13.2 sec), but it's the time it takes to get from 100 to 110 km/h that really alarms. We're talking hours. The problem was I had only 95 torques, whereas the little Fiat, with one cylinder fewer, has 145.



Naturally, Volkswagen will argue that the Up! is a city car and that this lack of oomph is of no consequence – after all the original 1974 VW Golf 1500 only had 51 kW, and there was also once a 1.1-litre Mk1 Golf L that only made 37 kW, the same as the infinitely slow (but economical) original Golf Diesel. But today that's rubbish. It's OK to have a pair of city shoes and a city suit, but when you are spending £10,000 on a car, you expect it to be able to deal with countryside as well as cities.

Still, if you are happy to mix it with the trucks and Peugeots in what Michael McIntyre calls the loser lane, it hums along and sips fuel like a mouse drinking sherry through a hypodermic needle. In the real-world economy stakes, it's a full-on Alcoholics Anonymous co-ordinator and the TwinAir Fiat is Oliver Reed.

To drive, it's even Steven, really. Both handle nicely and both make fabulous noises. The Fiat sounds like a lollipop stick in a set of bicycle spokes whereas the Volkswagen sounds like Androcles's friendly lion. It's the

pipsqueak that roared.

Apparently Volkswagen didn't feel the need to fit its inherently unbalanced three-cylinder engine with balancer shafts because, it said, it was so small it wasn't really necessary. And I'm glad, because the end result is just so characterful. It put me in mind of the old three-cylinder Daihatsu Charade GTi, the first production car to offer 100 horsepower (75 kW) per litre.

That, too, sounded fantastic, although, if memory serves, I was enjoying the noise so much, I crashed it into a wall, which is not possible in the Volkswagen, thanks to its laser option.

I could ramble on in this vein, likening the Up! to other rivals from Toyota, Kia and Citroen, but you're not really interested, are you? The Volkswagen is a demonstrably better car than the little Fiat, apart from the speed issues, but you're only really interested in how it looks.



I think the Up! looks fab. It was styled by Walter de Silva, who used to be in charge of design at Alfa Romeo and Audi and he knows what he's doing. The front manages to be cute, conventional and futuristic all at the same time, and I think the rest of it is a remarkable achievement - it's a box but it doesn't look that way.

The problem is, of course, the Fiat looks better and the Up!'s standard exclamation mark is no match for Fiat's vast range of scorpion stickers, Italian racing stripes and snazzy wheels. In short, the Volkswagen is a bloody good little car, but the Fiat is quite a lot more than that. That's why you're going to say Up! yours to the Volkswagen and buy the 500 (or are you?)

*Jeremy Clarkson's views are expressed in the context of the British vehicle market.*

#### VOLKSWAGEN HIGH UP!

VEHICLE: Light car

ENGINE: 1.0-litre three-cylinder petrol

OUTPUTS: 55 kW at 6200rpm and 95 Nm at 3000 rpm

TRANSMISSION: Five-speed manual, front-wheel drive

PRICE: £10,390 (\$14,990 Australia)

RATING:\*\*\*\*

VERDICT: The best car you'll never buy.

## VW Trikes.

*I'm building a VW trike. I've seen some VW trikes that run without a fan or engine tin at all, and that's one option I'm considering.*

Don't. Unless you live in Norway.

The cooling equation calls for a given rate of air flow down through the fins. Keep that in mind all the time because no matter what it looks like, the VW is not a motorbike or an aeroplane engine; it wasn't designed to use ram-air cooling. It uses an engine-driven impeller to pump air into plenum chambers where it is directed to the corners of the engine (ie, the hottest parts) and then forced down through the fins which are drafted accordingly, having an outlet area slightly larger than the inlet to accommodate the expansion of the air as it absorbs heat.



What you got to get a handle on is that to make the flow go, there has to be difference in pressure. It's not a lot and is normally measured in inches of water instead of inches of mercury and mercury is heavier than lead for crysakes... it's 13.5 times the density of water; lead is only 11.3 times water. All of which means you're not talking about a lot of pressure and that means it is easy to fool yourself that things are getting lotsa air when they ain't.

How much? Aeroplane engine, designed to use ram air, with forged heads and machined fins on the barrels and lots of other neat little tricks, you need a minimum of about 15 cm of water pressure-differential equivalent to keep the engine's temps within spec.

VW, with its cast heads and fins needs more. A lot more. Such as 25 cm of water.

What's that in km per hour for ram air? 200, 220, something like that. Doesn't really matter because whatever it is, sure as babies shit green you ain't going to see it on three wheels with a VW under your butt.

It really gets down to if you want to talk three-wheeling or ride them. If you want to ride, you need a reliable engine. You can hang all the chrome on it you want but you can't fool with Mother Nature and she's the gal that wrote the book on thermodynamics. So dress it up. Blind those fools! But under the shouding, inside the engine, you gotta obey the rules because it ain't nice to F\*\*k with Mother Nature.

If you go with one of those Taiwanese fan shrouds ("Early Porsche Style!" All bullshit, of course. The round Porsche housing weighed about as much as Buick; that piece of Taiwanese crap will fall apart if you yell too loud), you'll have to tinker with it to get it accept the thermostatically controlled air vanes, then you'll have to make a connecting rod to fit. The key point on the air vanes (yes, you need the thermostat and all the junk that goes with it) is that they have to align with the middle fin on the heads when fully open. The air vanes have their own frame. Look at a proper Volkswagen fan shroud to get some idea where the holes have to go then put the thing in position and start tinkering. (Yes, you need the engine assembled and the alternator mounted).

Paint the crankcase with a light coat of flat black Rustoleum. Ditto for the valve covers and your push rod tubes. Yeah, I know - everybody else sez.... Just look them right in the eye and say, 'God told me to do it,' then shut up and keep looking at them. You can repeat it up to three times if you have to. After that it's obvious you're dealing with a heathen so just go ahead and deck the sucker. (Hanky and a roll of quarters; dimes if you got small hands. Wind the hanky tight. Bust a knuckle, you can't shift for shit.)

Balance everything to a gnat's ass or finer. Lighten up your flywheel. You won't be pulling any stumps so go ahead and pick a wiggle stick that'll let that puppy rev. You don't need a lot of cubes for a trike. Machine-in 88's are smart; even stock works good. Run an oil filter but not a filter/pump adapter unless you got one that actually fits; do it right. Round up the parts to convert your crankcase to use a dog-house cooler. You can run one of those itty-bitty Porsche-type blower housings if you want, just make sure you get one that will accept the thicker fan and that has all the bits & pieces for the dog-house. And you gotta run all the tin-ware. Use cool-tin under the jugs but you got to modify the lower shield to accept the cool-tin plus you gotta modify the lower shield to mate with your J-tubes.

What you're creating here is the lower plenum chamber of the cooling system. It has to be sealed off from any ram air produced by your forward motion but open to the rear, where you want a lip to create a good suction zone. You got to do all this and get it to fit perfect - no gaps or leaks at all - then you got to spend about a thousand hours making it smoother than snot on a door knob before you take it to the plater and see if he'll accept it. You know the guys I mean; the ones who still know how to do real chrome, starting out with a layer of copper then a layer of nickel then a layer of chrome thick enough to shrug off salt water, cigar butts and the occasional state bird of Texas.

Now, you see that dog house oil cooler? See that cute little exhaust duct, where it's supposed to poke through the forward breast tin that you ain't got? For homework this weekend I want you to whip up a duct that arches down and under the lower shrouding. Doesn't have to extend aft very far, just so's its below the shrouding and pointing south when you're going north. Bell the mouth a bit to provide some suction. Put a couple of nut-serts on the lower shrouding to support it. You'll probably have to safety-wire the bolts.

If you promise to never go over 5000 rpm, not smoke, don't use any swear words and be home by midnight you can use a stock crankshaft. Otherwise you want one with counterweights on the flanges and you want it and the flywheel and the pressure plate and the fan pulley all





assembled and torqued and balanced as a unit.

Don't look at me like that, it's not my idea, it's Mother You-Know-Who with her idiot son Isaac Whats-his-name and all those Laws of Motion bullshit, with his phlugoid motion this and axis of rotation that...

Yeah, I know. None of your buds do it that way. But when you put the hammer down most of your bud's engines start doing the River Dance. Yourz'll be doing the lambada.

I guess you know you can't fly a trike. You've been on one, haven't you? You know you can't use your elbows as curb feelers anymore dontcha? All you can do is sit there and steer. Like a geezer on his Courtesy Cart at Westfield, right down to the cute little flag on the antenna. Trikes ain't bikes and you gotta learn to live with that. (Find an old 8-track, put it in there somewhere. Couple of Kamahl tapes where guys can seem. Mention how much you and 'the little woman' enjoy your 'motorcycle.' Shuts them right up, except for the snickers. But when you blow past them doing a hundred and fifty kays going up a grade they won't know whether to shit or go blind :-)

So whatllya get for all that horsepower-wise? Not as much as all the bullshitters claim but more than you'll need to kill yourself. You'll probably end up with squirrely dual-carb arrangement that'll wear out the engine from running rich and sucking in dirt through those tea-cozy air filters before you ever get the thing running right. But anything other than a dualies, you'll have trouble with carb and manifold icing because of the exhaust system you'll probably use. Nothing wrong with dual carbs - VW used them on the Type III & IV, as did Corvaire and lotsa others. But most of the after-market dual carb kits are crap. Unless you spend some serious bucks for the Good Stuff, the cross-bar will fall apart the first time you rev the engine, the filters are a joke and those push-on fuel hose fittings are as scary as an ex-girlfriend waving a kitchen knife.

Despite all that, get it running, it's a lot of fun, assuming you remembered to do give it a brake job :-)

Now, what all the above was in lieu of is the fact there's a world of difference between something that runs and something that runs sweet. Starts at the first touch of the button. Nice idle. Twist it and she winds right up, no stumbling or hesitation or jerking around. And it not only runs sweet, it runs cool. After your dog, death and taxes, a properly built engine is the one thing in your life you can count on. I'm not just talking reliability or durability, I'm talking old fashioned loyalty. You can't buy it and you can't bolt it on, you have to build it in.

PS — the gear shift linkage doesn't have to be such a pain in the ass. To support the gear shift lever, try and get ahold of the shifter out of a bus. It's got a supporting sleeve on the front that pokes through a bushing in the shifter frame. You're going to be higher up and at an angle to one side or the other, as compared to the shift-rod installation in a bug or bus. Don't try to over-engineer the thing, just go ahead and weld a stub onto an old coupler so the stub sticks up above the torsion bar housing where you can get at it. Use aircraft style ball-end fittings. You want at least one threaded section so you can take out the slack as wear accumulates. The shifter-rod don't have to be straight, it'll still work even with some bend to it.

Good luck with your VW trike and write if you find work :-)

## Collecting parts.

A buddy of mine came over after supper. He's got some strange house plumbing problems. Only way to fix it is to use an adaptor that will allow old thin-wall ABS pipe to mate with new schedule 40 mm PVC pipe, but now that the megacentres have driven all the real hardware stores out of business, no one carries the adaptors

So we made some.

Turned them up on the lathe. Took only a few minutes. Lathes are handy things and mine's fully automatic. Just grab the knobs and think about something else while the parts sort of make themselves. I was thinking about Flying Pigs.

While I'm working, my buddy is looking around the shop. There's an aeroplane engine under a bench, two fully dressed Volkswagen engines on scooters, a Datsun engine sulking over in the corner beside an orphaned 2-cylinder air-cooled diesel engine that might one day power something strange and noisy. Above the diesel hangs a row of heater boxes.

My buddy looks at the five Volkswagen heat exchangers hanging in a row. Five. An engine needs two, a lefty and a righty. So how the hell did I manage to end up with five heat exchangers? I never noticed that before. All new, too.

Six fan shrouds. Three dog-house, three flat-backs. One



of the dog-house housings is an after-market 36-hp style that proved it couldn't flow as much air as stock, ended up not being used. I've no idea how the others came to be in the shop. You leave the door open, stuff wanders in. My hands make another adaptor and my buddy hunkers down, peering under a bench.

Three 12v alternators, two Motorolas, one Bosch. Two 12v generators. A whole scad of 6v generators. Why do I keep that crap? Blowers. I had a nifty idea for using old blowers to make... I'll think of it in a minute.

A whole bunch of intake manifolds. Oops! Make that a bunch and a half; couple more of them hanging over there. Dual-ports and single ports, several of each. DP Kadron bases. SP Kadron bases. That makes... at least two bunches. And carbs. Lotsa carbs. Box of Kadron carbs. Box of Solex carbs. Whole big drawerful of other carbs including a lonely Bug Spray. Future projects, waiting for... the future, I guess.

Mufflers. Yea gawds have I got mufflers! Four stock bug mufflers, at least that many extractors. It's hard to tell with extractors. You toss them in a pile, they start squirming around, get all tangled together, you gotta spray them with a hose, beat them apart with a stick.

Black, greasy thing under a bench. My buddy gives me a look, brows raised. "Tranny," I tell him. Two more, back in there some place, along with a pile of axles. One of the trannys is a rebuilt, ready to run. I've been planning to install it in the '67. I better make a note to myself to get to it Real Soon Now.

Cylinder heads. Pile of them here, row of them there, two on that bench, pile over beside the grinder, couple over by the welding rig. The bench where I do head work has got this big box of valves, another box of fuel pumps, some old, some new. Shelves hold rebuild kits for carbs and pumps and generator brushes and wheel cylinders and a whole slather of reloading equipment for half a dozen different calibres. The reloading stuff should be over on another bench but that one's being used to test a six inch mirror for a reflecting telescope.

Stack of flywheels over by the milling machine, right beside a stack of stock, original, real VW-type Volkswagen hub caps for an early bus. Should be four. I count them twice. There are four. I feel relieved; give those five heat exchangers a glance. Still five of them.

Bus steering gear and steering wheel shaft leaning up in the corner behind the welding machine, like it's waiting for a ride, which I suppose in a way it is.

Overhead, running pretty much the full width of the twenty-two foot wide shop is a pair of airplane wings. Volkswagen engine tin-ware is poked up on top of the wings, the smaller pieces hanging down on hooked hunks of welding rod, handy to get at. A stack of sump plates like little Frisbees. Funny gaskets. Sez 'GMC manifold.' There's an old Jimmy down in the grove. My hands finish another coupler as my buddy gazes at stuff hanging on a wire.

"VW air-vanes," I tell him. "Goes inside those things over there," I nod toward the fan shrouds. Two sets of air vanes, one reconditioned, painted with grey epoxy primer, others looking like something out of the La Brea Tar Pits, which tells me they came out of an all-original 1967, never-been-touched engine I recently overhauled. The thing blew an oil cooler seal, pumped oil all over for about six months before the guy sold it to a kid. They were both happy as



clams, each sure they'd gotten the best of the deal.

I finished making the adaptors for my friend, chatted a while. "You've got a lot of stuff," he said as I saw him on his way. Strong note of admiration, tinged with something else. Relief? Envy? Is it every man's dream to have lots of stuff?

I came back to the shop to wipe down the lathe, cover it, sweep down. Seeing the shop through my buddy's eyes was a strange experience, like when he stood reading the note on the chalkboard over where the phone used to be: "Pullen - Concrete", a reminder about helping Clint Pullen do a little footpath out behind his house so his wife's wheelchair wouldn't get caught on the stones. Clint's been dead at least five years. After I moved the phone, I never used the chalkboard again. We did the sidewalk for Alice back in 1977.

I sat looking at the incredible collection of stuff that has crept up on me over the years, looking at it with mixed emotions. Too much stuff is bad for you, nails you down. But my formative years were during World War II, when everything was rationed, you even had to stand in line to buy food. That's when I was taught that throwing away Good Stuff was a sin. We needed all that Stuff to Remember Pearl Harbour, so we could Slap the Jap and Heel the Hun. They made us chant slogans like that in school, then sent us out to scour the neighbourhood for scrap metal, knocking on doors, brow-beat old ladies into giving up their aluminium pans.

And they were right.

Have you ever tried to make steel? It's not easy. Better to keep some on hand in case you need it, like that pile of tubing, or those old door panels. You never know when you're liable to need a door panel for a... whatever the hell it came off. And an old veedub axle makes a fine gun barrel. Remember Pearl Harbour.

I sat thinking a little too long, started going a little crazy. Bus right outside, pair of airplane wings strapped up across the ceiling of the shop. Five heat exchangers hanging in a row.

Hmm. I'm sure I can fit some more door panels beside those wings.

Bob Hoover



# Motoring success story!



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