

Zeitschrift



Merry Christmas to all our club members!

December 2016

IN THIS GIANT CHRISTMAS ISSUE:

A Scirocco celebration
Rose's Wild Bug
Boris' Picnic Day
Driving West to East

Christmas road safety
Kurrajong-A-Buzz
The LEGO Beetle
Plus lots, lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



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Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

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 Arena Sports Club Ltd (Greyhound Club), 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
PO Box 1340
Camden NSW 2570

Our magazine.

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

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

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

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

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up for a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee.



The 11th Annual VW Watercooled Summer Cruise 2017

Sunday the 22nd of January!

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach! All donations on the day will go to the cancer council.

Contact Craig - 0404 184 893
Steve - 0490 020 338







JEFF'S VW CRUISE TO THE GOSFORD CLASSIC CAR MUSEUM!



SUNDAY 19 FEBRUARY



Join us for a VW club run to the largest car museum in the southern hemisphere!

-  Meet at McDonalds at Mt Colah (513 Pacific Hwy, corner of Lady St) at 8:00 am for breakfast/coffee.
-  Depart on cruise to Gosford at 8:30 am.
Reserved VW Club parking and discount entry.
-  Enjoy over 450 classic cars (including VWs)
-  Optional - stop at the Pie In The Sky Café at Cowan on the way home!
-  Contact Jeff on 0402 280 242 for more info!
-  Hope to see you there! 😊



Von dem Herrn Präsident.

Hi all, well Christmas is almost here, I hope you have been nice and if you been naughty you did in a nice way.

The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting. It's on Thursday the 15th of December at the Greyhound Club. Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles and snacks provided. See you there!

We've had quite a number of very successful events in the past months, so read all the reports in this bumper Christmas issue Phil and Lily have put together. The always a crowd favourite Boris' Picnic Day was at a new location at Ramsgate and it was blessed with good weather and was very well attended, so thanks to all those who helped run the day and attended.

Lots of great events coming up including the VW 11th Anniversary VW Summer Cruise in January, and Jeff's VW cruise up to the Gosford Classic Car Museum in February, so keep an eye out in coming issues of Zeitschrift to see what's coming up next year.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

Ho ho ho, and Merry Christmas to you and your family! I can't believe we are in December, the year has sailed by and we are now caught up in the festive season!

During November the Canberra Chapter participated in a display of cars at the Scale ACT model display. Mandy has supplied a report with photos for this issue. The local modelers chose the humble VW Beetle for a special display and we assisted with some life-size models. Thanks Mandy

for arranging this event, and to those who attended the day.

On Sunday 11 December we are looking to have our annual Christmas event, with a late afternoon cruise and then some Christmas carols in Harrison. Details will be in the club email, we'd love a big turnout for the last event of the year.

January will be quiet while we all have a break and get organised for return to work / school. We're looking at a cruise to Captains Flat in February, which will include our chapter AGM. For this event we're pencilled in for Saturday 18 Feb and are hoping to also look at staying overnight – please note this date down as we'd love a good attendance. In March we will hopefully have the Wheels carshow, the date will be advised further.

As far as our meetings go, we won't have one in December, but will meet again on Monday 30 January, 7.30pm at the Harmonie German Club.

Wishing everyone a safe season on the roads and some quiet time with family, talk to you all in the New Year.

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 for the latest information and any changes.**

December.

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. **This meeting is also the Club VeeDub Christmas Party!** Bring a wrapped present (worth about \$5) to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

January 2017.

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

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

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

Sunday 22nd:- VW Summer Cruise 2017. Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am.

Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Thursday 26th:- Australia Day CARNIVALE at Parramatta Park. Celebrate Australia's birthday in 2017 with a day-long program of events. Hot air balloons, BBQ festival and cookoff, family zone with kids' activities, rides and concert; Hot 100 party and bar, main stage concert and main fireworks at 9pm. Huge vintage and classic car show. Pre-bookings essential. On-line registrations open on 14 October. Go to www.ausdayparramatta.com.au for more info.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

February.

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

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.

Sunday 19th: Jeff's VW Cruise to the Gosford Classic Car Museum. Join us for a run to the largest car museum in Australia! Meet at McDonalds at Mt Colah (513 Pacific Hwy, cnr Lady St) at 8:00am for breakfast/coffee. Cruise together to the Gosford car Museum - special reserved parking area for VWs. Discounted entry (normally \$20 adults kids \$14). Stop at the Pie In the Sky cafe on the way home! Contact Jeff on 0402 280242 for more info.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

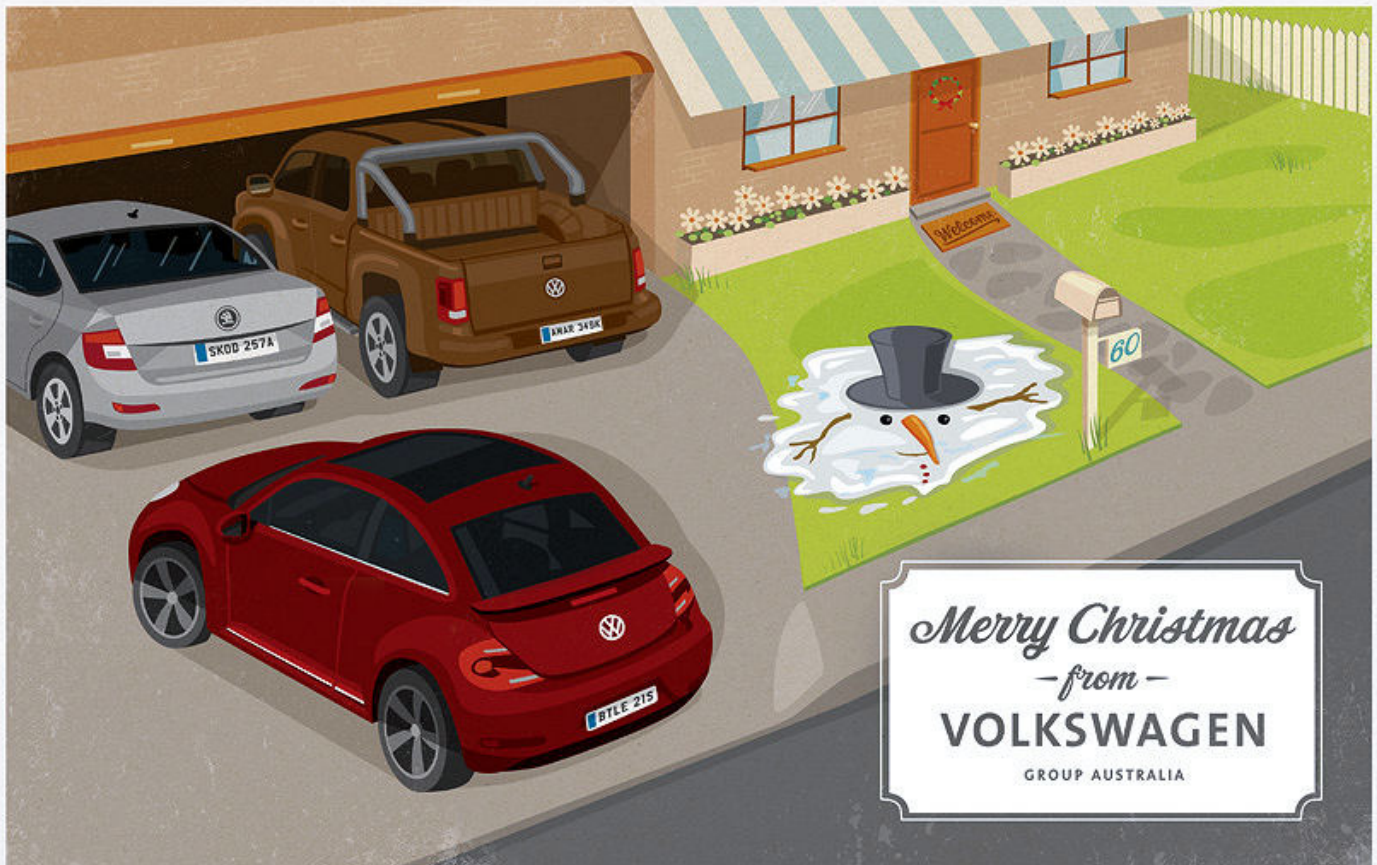
March.

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

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.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.



You're invited to the Club Veedub Christmas Party!



The Club's December monthly meeting will also be our Christmas Party. If you haven't been to a club meeting for a while, why not come along, join in the festivities and talk VWs. All members, their families and visitors are welcome.

We will be providing free nibbles and hot finger food, and free drinks. Please bring a wrapped present (to the value of about \$5) to gain your free drink tickets. All presents will be placed in a big pile and raffled off by Santa (Christine) on the night. If everyone brings along a present, then everyone can also go home with a present.

Thursday 15 December, at the Greyhound (Arena Sports) Club, 140 Rookwood Rd Yagoona, from 8pm. Hope to see you all there!

April.

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.

Monday 24th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

Saturday 27th:- VW Nationals Supersprint at Wakefield Park, Goulburn. Unfortunately Eastern Creek is not available this year so we are trying to secure Wakefield Park. More details soon.

Sunday 28th:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, musical entertainment, great food and drink, VW fun for the family all day.

Marktplatz.

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

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included 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.

New Ads.

For Sale:- 1973 Type 3 automatic Notchback. Unfinished project, garaged since 1989. This was going to be a "luxury car" project, so has lots of modifications, including a custom-built dash and interior. Rust-free, all panels file-finished, but unfinished sliding sunroof. Engine is out of another Type 3, has T2 Kombi fuel injection conversion, 2074cc displacement. \$3000 o.n.o. Owner leaving country, must sell. Please email Rod at rod.young@aphs.nsw.edu.au for more info.

For Sale:- 1963 Beetle. Exceptional Functionality! Only travelled 56300 km. This car is exceptional value at \$33,000. Registration expires in May 2017. Don't let this go at this price! Red exterior colour, white interior. Ruby has been in a showroom for the majority of her life. She is in complete



**Next Club Meeting:
Thursday
15th Dec.
8:00pm
Arena Greyhound Club.**

original condition. The majority of the rubbers has been replaced. The side running boards are brand new. Changed from 6 volt to 12 volt. To all VW lovers, I do have nostalgic detailed information on Ruby in storage. We are in the middle of knockdown and rebuild of house so for serious VW lovers and buyers I can provide magazines and history of her lovely life. Price: \$33,000 Odometer: 56,300 kms Registration: 88RUB. For more info and photos, contact Mrs Ra-el Miller on 0404 848280 or email rael@pyramidoflight.com

Wanted:- VW Type 3 Squareback. All year models considered! I'm seeking a tidy car (not necessarily a show car). Rego not essential. Willing to pay according to condition. Will be going to a good loving home where all its wants will be attended to. Please contact Graham on: (02) 4441 1166 or email gkingram@bigpond.com

Notice:- Hi, we have discovered we have the wreck of a **split screen kombi ute** in our personal rubbish dump. Just wondering if there would be any interest in it. We are located in Finnis, South Australia. If you want more info and photos, contact me! Margaret Mead, 0428 819631, or email mulpataflowers@gmail.com

2nd month Ads.

Wanted:- I'm looking to buy a **Type 3 Sedan** ('notchback'.) I have been searching the various websites for a decent type 3, the only ones out there are either too expensive or they are cheap but require a lot of work from looking at the photos. Having been through 2 other "back to bare metal" restos I don't really have the stomach, or cash, for another one. So looking for car that while not concurs is in good condition & close to original condition with minimal work to be done. If you can help, please contact Mr Glen Coutinho on 0418 640188 or email glencoutinho@hawgood.com.au

For Sale:- I have an old **Bosch Kombi distributor** without vacuum advance, VJ4 BR8, plus some extra parts, unused since late 60's. Contact me if you are interested in buying it. Also I have **9 different VW service manuals** - 1300 beetle, 1600 TLE, Passat, Golf etc. You are welcome to have them free, so if any of your members live over this way, or coming over to the beaches, they could pick them up and you may be able to sell them to make a bit of cash for your club. I'll just be happy to know someone is getting some use out of them. Ken Watkins. You can ring me any time on (02) 99132646 or email ken.watkins@gmail.com

For Sale:- 1976 Kombi Westfalia Camper. Completely original inside and out including seat fabrics, orange carpet, cooker, cooler, stool & panelling. Purchased in UK in 1976, shipped to Aust. in 1977. One genuine owner. Car is in mint condition, has been lovingly cared for & maintained. Service books and other documents available. Inviting expressions of interest. Contact Kate Cerrone on (02) 4473-7932 (BH); (Mobile) 0421 199 120 or email kate_piggott@hotmail.com

For Sale:- If members are interested, I have a **71 Type 3 TLE** for sale. No urgency but willing to let go. Price range \$6500 to \$7500 Registered and daily running. Contact Mr Myron

Trades and services directory.



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Cheney on 0468 572726 or email mccheney@froggy.com.au

For Sale:- I have a **69 notchback auto** in barn condition low miles and all there on blocks and not driven for over 10 years for sale, For more information contact Mr Michael Thompson on 0458 181704 or email 4670mat@gmail.com

For Sale:- I've sold my VW and am moving overseas shortly. I still have a **chromed engine 'dress up' kit** that I didn't use. It's new and still in the storage container, includes all tinware and fan shroud for an upright Type 1 1600 VW motor. Can you please give Nancy a call on 0410 616 931 to arrange pickup in Springwood.

Countdown to one million Australian VWs.

The one-millionth Volkswagen to be sold in Australia, since the original release of the Beetle way back in 1954, is almost here.

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As detailed here previously, VW had sold 940,038 vehicles in Australia from 1954 up to the end of 2015. In the Sept issue we listed all the individual year totals over that time for you to add up yourself.

Now we add VW's sales so far for 2016. Unfortunately, the latest sales figures for November are not yet available as we go to press - they usually come out after five working days. However, we can estimate around 5,000, given the debut of the much acclaimed new Tiguan. So - approximately - VW's monthly Australian sales for 2016 have been:

January	4,341	July	4,193
February	4,922	August	3,893
March	5,316	September	4,380
April	4,732	October	4,869
May	4,565	November	~5,000
June	5,933	2016 total so far:	~52,140

So adding 940,038 to the 2016 total so far gives us about 992,180 VWs in total, to the end of November.

That means just 7,820 to go to reach one million.

At the current average rate of 4750 vehicles per month for 2016 so far, the one-millionth VW is due to be

sold 1.6 months from the end of November. That means some time in the second half of January 2017.

Stay tuned for a further, more precise update, and VW's total 2016 sales summary, next month.



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Trades and services directory.



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

www.vwperformance.com.au

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

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Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Do you want to participate in CAMS motor sport? NO YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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Wanted:



Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 1340, Camden NSW 2570



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

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You will receive 12 issues.



Passat 206TSI now available.

A new 2017 Volkswagen Passat 206TSI R-Line model has been announced for Australia, combining the company's sporty styling package with more power and an all-wheel-drive layout.

The Passat line's new top-shelf sedan and wagon deliver on the power potential hinted at when the same engine appeared in the related Skoda Superb, that being a turbocharged four-cylinder petrol engine producing 206kW of power and 350Nm of torque.

Although it falls a little short on the cylinder count, the 206TSI R-Line represents a nod to the heroic R36 that was offered in the pre-facelift days of the previous Passat. (The same powertrain carried on in the facelifted model's V6 FSI variant, but not as a 'proper' R model.)

In the R36, buyers were treated to all-wheel drive and a naturally aspirated 3.6-litre V6 delivering 220 kW and 350 Nm – the latter coming on a lot later, at 2200rpm, than the new turbocharged 206TSI engine's 1700rpm point.

Both generations boast comparable acceleration stats, with the R36 listing an official 0-100 km/h time of 5.6 seconds and the new 206TSI R-Line model sharpening that a fraction to 5.5 seconds (5.7 for the wagon).

The new model's four-cylinder turbo engine is matched to Volkswagen's 4Motion all-wheel drive system, six-speed DSG transmission and adaptive chassis control system with drive-mode selection.

The expansive new 12.3-inch Active Info display that features in top-spec Passat models will also come as standard equipment in the 206TSI. There's also 19-inch alloy wheels and LED headlights.

Volkswagen Australia sales boss, Ryan Davies, said the new variants are expected to be of interest to buyers looking for a larger alternative to the Golf GTI and R models.

"You need only look around – there's any number of lovingly maintained R36s on the road," he said.

"While the Passat remains one of our most well-appointed and comfortable cruisers, the R-Line is a genuine performance car – not just a sports kit. It's both a worthy successor to the R36 and a car to throw a fright into the prestige brands."

Standard equipment includes the sporty R-Line

exterior styling, dynamic LED headlights, unique badging, leather-trimmed R-Line seats, flat-bottom multi-function steering wheel with paddle shifters, alloy sports pedals and the 12.3-inch digital 'Active Info Display' for the driver – essentially Volkswagen's version of Audi's Virtual Cockpit.

The Passat 206 R-Line starts at \$57,990 plus on-road costs for the sedan and \$59,990 plus ORCs for the wagon, with the only options being metallic/pearl paint (\$700) and a panoramic glass sunroof (\$2000).

Meanwhile, the rest of the 2017 Passat range is on sale now, adding upgraded equipment to all variants. For the rest of the Australian in the Passat range, model-year 2017 updates will include new 17-inch 'Soho' alloy wheels and autonomous emergency braking for the 132TSI model, and a memory function will be added for the driver's seat in Comfortline, Highline and Alltrack models.

Latest Caddy update.

The Volkswagen Caddy van and people-mover range now comes with forward collision warning and low-speed autonomous emergency braking (AEB) as standard – an Australian-first for vehicles of its type.

Available to order now, the safety technology is obtainable on all Caddy panel vans, Crewvans and people movers, for a small price rise of \$400.

Carlos Santos, Volkswagen Australia's director of commercial vehicles, said: "No competitor can offer this technology as an option, let alone as standard.

"This is hugely relevant for a vehicle driven mainly in traffic-dense urban environments where most accidents are low-speed impacts – the sort of accidents that Forward Collision Warning and City Emergency Braking help prevent."

The VW Caddy is the top selling small van on the Australian market. See the latest models at your VW dealer now.

2017 Volkswagen Caddy van range pricing:

Caddy Van TSI220 – \$29,390 (DSG)

Maxi Van TSI220 – \$28,590 (manual)/\$31,590 (DSG)

Maxi Crewvan TSI220 – \$30,090 (manual)/\$33,090 (DSG)



Polo Beats now here.

The Volkswagen Polo 'beats' special edition is now on sale, for a retail premium of \$2000 over the regular 81TSI Comfortline on which it is based.

The special edition Polo adds a 300-watt sound system with two tweeters, two woofers and two full-range speakers, plus a subwoofer and eight-channel amp.

It also gets contrasting door mirrors, body decals, darkened tail lights, 16-inch alloys with a Syenit alloy wheels, sports seats with Alcantara trim and beats logos, fake leather door trims and red cabin stitching.

You also get the same list of features as the 81TSI Polo Comfortline, including Apple CarPlay/Android Auto, reversing camera, a 81kW/175Nm 1.2-litre turbo-petrol engine and the choice of a six-speed manual or seven-speed DSG auto.

Volkswagen Australia says only 400 units will be available through its local dealer network. The Polo beats joins the Scirocco R Wolfsburg, Beetle Classic and Golf GTI 40 Years as the current special edition models available in Australia.



The current iteration of the Polo is getting on, though it remains a strong seller with 9 per cent share of the declining light car segment. It also joins the just-launched Fabia Monte Carlo from sister brand Skoda.

A new-generation Polo model will premiere overseas in 2017, based on a version of the VW Group's ubiquitous MQB architecture, from which a small crossover SUV derivative will also be produced for global markets.

Final Scirocco for Australia.

Volkswagen's limited-run Scirocco R Wolfsburg Edition has been released in Australia as a special 'farewell' model - Volkswagen Australia has decided to discontinue the Scirocco from our market.

The style-focused pack will be limited to 150 examples, priced from \$49,490 in manual form and \$51,990 when equipped with a six-speed DSG auto, both excluding on-road costs. The auto will be the more accessible choice, however, with the manual limited to 30 units.

In its regular form, the MY17 Scirocco R is priced at \$45,990 for the manual and \$48,490 for the DSG auto (both excluding on-roads).



Standard features for the Wolfsburg models include a black finish to the 19-inch Lugano wheels and wing mirror caps, while the cabin gets a "premium" multi-function instrument display and a numbered build plaque.

Sports bucket front seats are also included, which, as with the Ford Focus RS, sees the side airbags deleted. Unlike the RS, however, the Scirocco's seat is height-adjustable.

A panoramic glass sunroof remains a cost option at \$1750, and just two colour choices will be offered: Oryx White Pearl Effect and Rising Blue Metallic.

Power is again provided by a 2.0-litre turbocharged four-cylinder petrol engine, producing the same 188kW and 330Nm offered with the regular Scirocco R.

Australia has had a distant and unhappy relationship with the Scirocco. The original 1974-81 Scirocco 1 was never sold here, although several were imported for evaluation by LNC Industries in 1976. The 1982-92 Scirocco 2 was never sold here either, nor the more-upmarket 'replacement' model, the 1988-95 Corrado. The current Scirocco was revealed in Germany in 2008, but wasn't sold here until 2011.

Scirocco sales have been very small here since 2011, averaging just 367 sales per year.

2016 Volkswagen Scirocco R Wolfsburg (less on-road costs):

Manual – \$49,490

DSG – \$51,990

Panoramic glass sunroof – \$1750

Niche models still wanted.

As reported previously, the Volkswagen Beetle – and, sadly, the Volkswagen Scirocco – have both been axed from local range. Special edition models of each have been released to see those cars out.

The retro-styled Beetle Classic is limited to just 53 examples in Australia. Whether 53 celebrates 1953 (the first year VWs were officially imported here, although the first ones weren't sold until early 1954), or Herbie the Love Bug, has not been officially confirmed.

The Scirocco Wolfsburg edition brings a few extras. But does this signal a move away from niche models in our market for VW? The fact it is killing off two gap-fillers that fall outside of the conventional model lines suggest as much.

But Volkswagen Australia managing director Michael Bartsch said it's just part of the cycle of new models – and that niche models may not be done with forever.

“Product ranges are always being recalibrated.

Volkswagen is going through a recalibration phase right now for all the obvious reasons,” he said in reference to the US emissions issues the brand has been embroiled in, and the company’s resulting push for more hybrid and electric cars.

“But niche vehicles are always going to be important in terms of managing life-cycles, positioning the brand – and I think just because we’re pulling the Beetle and Scirocco out of the market now, don’t take that as a bellwether that the future won’t hold niche models.

“They’re an important part of brand positioning, and I’m pretty certain that Volkswagen will always have niche models in one form or another,” he said.

What about those hybrids and EVs, though? Will Australian buyers get a chance to buy one of the plug-in hybrid GTE sporty models that are available in Europe, or perhaps even a pure electric model?

“Not soon,” according to Bartsch. “Volkswagen at the moment is working on a plan that takes them out to 2025. And I think you’ll find that we will really get that ramp up in electric vehicles from probably around 2019-2020.

“You’ve got to understand that the development phase of a model, particularly when you have such large amounts of new technology – as you will have in the next-generation of electric vehicles – it takes some time to bring it to market,” he said. “So I think you’ll see that really big change starting to come in 2020.

“That doesn’t mean that we won’t have variants of electric hybrids or something like that. But at the moment – and I can talk very clear in the next 18 months, we won’t be bringing anything in,” he said.

VW will, though, push its SUV cause in the next two-and-a-half years, confirming two new small SUVs for our market, plus a larger SUV to sit between the recently launched Tiguan 2 and the due-to-be redesigned Touareg.

Golf R wagon testing.

The facelifted 2017 Volkswagen Golf R wagon has been spotted, driving through the European Apls and lapping the famed Nurburgring race circuit.

The prototype has had some small modifications made since it was first spotted. The most obvious change is the larger alloy wheels, similar in design to the Wolfsburg Edition Golf R hatch and wagon that were on sale from last year.

Also missing are the sheets covering the front air vents, with the shape of the bumper inserts differing from the model



currently on sale.

The headlights are still concealed, though their design shouldn’t be too different from the 2017 Golf GTI that was leaked online in August.

Differing further from the original prototype is the camouflage that adorns the rear, hinting that the updated Golf, in wagon form at least, will sport new tail-lights, tailgate and bumper design.

It was speculated the facelifted Golf ‘7.5’ range would be revealed at the Paris motor show, however this did not come to be. It’s likely the updated version of the VW’s iconic nameplate will be revealed either later this year or early in 2017.

While the exterior changes are relatively minor, the Golf 7.5 is expected to see some more significant changes on the inside, with new trims and more up-to-date infotainment systems – likely the larger 20.5-cm touchscreen unit seen in the Passat and Tiguan.

All-electric VW I.D.

The fully-electric Volkswagen I.D. concept vehicle has been revealed and detailed at the Paris Motor Show, just hours after an early leak exposed the vehicle’s design. No one was saying what ‘I.D.’ is supposed to stand for; however we do know that the German word for ‘idea’ is ‘Idee.’



Powering the I.D. is a 125 kW electric motor. On a fully charged battery, the I.D. has a claimed range of between 400 and 600 kilometres. A fast recharge is possible in 15 minutes.

The I.D. is the first car based on Volkswagen’s new modular electric drive platform, or MEB (Modularer Elektrobaukasten). Planned as the first in a completely new fleet of highly innovative VW electric vehicles, it will play an important role if VW is to achieve its target of selling one million electric cars per year by 2025.

VW feels its MEB electric vehicle family is so important for the future that it promoted the I.D.’s reveal in Paris as its third great generation of vehicles – after the original Beetle, and the original Golf.

Stylistically, the I.D., with its more fluid design forms, represents a clear break from sharp edged and somewhat blocky shapes that dominate today’s Volkswagen range.

According to Volkswagen, the I.D. has a “newly developed design DNA” that it will share with other vehicles in the automaker’s upcoming EV range. The dark rear end,



however is reminiscent of the back of the small VW Up!.

Last month, Herbert Diess, chief of the Volkswagen brand, said that the I.D. will feature Passat levels of space in a car as compact as the Golf. It is also planned to sell for around the same price as a Golf – in Europe, at least.

The I.D. tries to exploit that with its “Open Space” interior concept and glass roof, although the concept car offers seating for only four.

In addition to ushering in a new era of electric Volkswagens, the I.D. previews VW’s fully automated driving technology, dubbed I.D. Pilot.

Scheduled to be available from 2025, I.D Pilot retracts the steering wheel into the dashboard when the car is in self-driving mode.

Among its other tech features, the I.D. concept is also able to “receive parcels using a new delivery service, if its owner isn’t at home”.

A production version of I.D. will go on sale in 2020 “parallel” to the eighth-generation Golf. This may mean that the Golf 8 will share much of the styling of the I.D. concept.

More VW EVs coming.

Volkswagen will clarify the intended shape of its imminent electric vehicle ‘family’, hitting production from 2020, with a series of concept cars progressively rolled out at the next few major global motor shows.

As reported above, VW kicked things off at the Paris motor show last week, where it revealed the radical Volkswagen I.D. concept – based on its electric-only MEB architecture.

The I.D. previews a Golf-sized hatchback with Passat levels of cabin space (the batteries in the floor and motor on the rear axle free up room), a 600 km electric range, fast-charging compatibility and a price to rival the diesel Golf.

But the MEB will naturally underpin an entire series of vehicles — likely a majority of no less than 30 fully electric vehicles (across the different VW brands) that the Volkswagen Group plans to launch by 2025.

“I think in the next series of international motor shows you’ll see where we’re heading, more of the family thought,” Volkswagen AG board member Jurgen Stackmann told the press in Paris.

Stackmann effectively said that beyond the I.D. there would clearly be a contingent of SUV and crossover models, tapping into market demand. As previously reported, Volkswagen is frantically rolling out five or more new petrol/diesel SUVs by 2019, to be sold parallel to the MEB-based EVs.

“We’re going to expand our SUV range widely, as this type of vehicle will be the dominating vehicle type,” Stackmann said.

“The million EV sales per year relies on hitting sweet spots in price and demand, meaning you have to give customers what they want at prices they can pay.

“The shape of an SUV probably will play a certain role [in the EV family]. It seems to be the number-one wanted shape, so ignoring that would not be a wise decision.”



Volkswagen wants to sell one million pure-electric cars per year from 2025, while the wider Volkswagen Group (comprising Skoda, Audi, Porsche, Bentley, Seat and Volkswagen Commercial) is expected to sell 2-3 million units annually.

VW’s family members have already revealed electrified future models in concept form such as the Audi Q6 rival for the Tesla Model X (previewed by the e-tron quattro concept) and Porsche Mission-E. Audi will be quitting its turbo-diesel Le-Mans LMP1 racing next year and will compete in electric racing in future.

VW rejects plug-in hybrids.

Plug-in hybrid technology may seem a perfect solution for those with range anxiety, but it’s a concept with a limited shelf life, according to aspiring electric vehicle leader



Volkswagen.

VW says that as battery technology improves and charging infrastructure grows to support demand, PHEVs will be phased out.

It may seem self-evident, but it's confirmation that combining a combustion source with an electric motor/battery drive unit is a technology bridge, rather than an end point – at least according to the world's biggest car maker.

“Plug-in hybrids will be a continued way forward... but in the long run, as PHEVs are a call for two engine types carried with you, it's not a logical end place to go for,” Volkswagen AG board member Jurgen Stackmann told Australian media in Paris last week at the reveal of the all-electric VW I.D.

“What we see moving forward is a full electric range of 460 kilometres basically gives you everything at once... and it will be a non-question mark mobility answer.”

This appears to suggest that cars such as the Golf GTE, which has about 50 km of electric range and can be plugged into a wall, but also has a petrol engine to support longer drives, are a technological cul-de-sac.

Volkswagen says it will launch a brand-new pure electric model by 2020 with a 600 km range, priced the same as a diesel Golf. Its I.D.

concept vehicle was previewed last week in Paris. It will be the first of many cars based on its new electric-only MEB common-module architecture, with batteries in the floor and the motor on the rear axle.

Addressing the issue that PHEVs must surely be a valuable solution for places such as Australia, with massive distances and scarce public fast-charging options, Stackmann suggested that the overwhelming majority of people would be covered.

“I don't think infrastructure in metropolitan zones, like Melbourne or Sydney, will be a problem, I think the problem is connectivity along the long lines,” he said.

“[But] we've done a simulation for Europe, it's quite amazing, probably 450 fast charging points can cover Europe... Even countries like Australia, being continents, can be covered with limited amount.

“It sounds very limited, but you don't need a fast charger every 15-20km, what you do need is setups in major centres at every 150 km distances. Fast charging becomes a key requirement — anything between 20-30 minutes — going forward.”

150 km between charging points may be possible on the busy Sydney-Melbourne and Sydney-Brisbane highway routes. But there are many long, empty outback Australian highway legs much longer than 150 km between settlements, let alone 'major centres.'

No selling of VW brands.

The chairman of the Volkswagen Group has denied the company is planning to sell off some of its brands to help pay for costs related to the US emissions test saga.

According to Reuters, Hans Dieter Poetsch, chairman of Volkswagen's supervisory board, has told Boersen-Zeitung that the company is “not thinking of selling parts of our brands”.

Poetsch claimed that “the Volkswagen Group is financially solid and has many options for financing, and that is without extraordinary measures such as a capital increase, that is not being considered at this time”.

Aside from the core VW brand, the Volkswagen Group also controls VW Commercial Vehicles, Audi, Bentley, Bugatti, Ducati, Porsche, MAN, Scania, Seat, and Skoda.

Earlier US-based news reports claimed that Volkswagen was investigating a sale of the MAN truck brand and motorcycle maker Ducati, as well as spinning off its



components division into a separately listed entity.

The company has set aside 17.8 billion euros (\$26.2 billion) to deal with Dieselgate-related costs, including fines, recalls, fixes, and litigation.

However, Volkswagen's chairman told the German business newspaper that he doesn't foresee a need to set aside any further money to deal with the scandal.

At the end of June, Volkswagen agreed to a deal with the US government that could see it pay up to US\$14.7 billion (\$19.3 billion) in compensation and fines for using software to cheat its way past emissions testing for around 500,000 diesel cars sold in the States.

All up, over 11 million vehicles worldwide featured the defeat device code, although most non-US markets (such as Australia) do not do the US-style emissions testing and the code would never have been activated.

Big Bikes and Likes day.

I recently went to the Big Bikes and Likes Day, held at historic Linnwood House in Guildford. The flyer was in last month's magazine.

Linnwood is an historic house set on 5 hectares of ground at Guildford. The house was built in 1891 by George McCredie, a prominent businessman of the day, Mayor of Holroyd, and Independent member for the State seat of Central Cumberland, an independent free trader and an advocate of female suffrage.



After his time in government, George McCredie was called upon to supervise the cleansing of the City of Sydney when there was an outbreak of the Bubonic Plague in 1900.

A few years after his death in 1903, his wife Susan McCredie (nee' Blackwood) leased the property to the Education Department as the State's first and only Boys Truant School. The Department then purchased the property in 1921. In 1936 the property converted to a residential girls school for State Wards aged 14 years and upwards.

By 1966 Linnwood was seen as a Special Training School for Home Science for girls from deprived backgrounds. With changes in the welfare system, homes like Linnwood gradually became superfluous to the Department of Community Services' needs.

After learning of the Department's plans to sell the property on the open market, the Friends of Linnwood was formed in 2002 to help preserve and protect the property.

The Linnwood Estate is now under the Trusteeship of Cumberland Council. Linnwood was listed on the NSW State Heritage Register in February 2003.



There were lots of classic and custom motorbikes there. There were historic military vehicles, and some interesting classic sprint cars. My Superbug, Wayne's Kombi and Laurie and John's Beetles were the only VWs to attend.

Sue's Transport Books donated prizes for the winners of judged vehicle categories. They must not like VWs as none of us won anything. Not even Wayne.

Jeff Swords

World Masters Athletic Championships 2016.

What is the World Masters about? More than 4,000 competitors and some 3,000 supporters from around the globe came to Perth this year where for 12 days starting on 26/10 to 6/11 people aged from 35 to 97 competed in 25 events from the Javelin to the triple jump, the 100m sprint to the marathon and everything else in between. While the normal Olympic Games give the young people the opportunity to compete on the World stage, the Masters are a perfect opportunity for veteran athletes to shine in a league of their own.

Australia has played a host to the World Masters on two other occasions, in 1987 in Melbourne and 2001 in Brisbane. This year in Perth, Australia is represented by 1416 competitors: Great Britain & Northern Ireland 282, U.S.A. 244, Germany 186 and New Zealand 115, the rest are made up of other countries from Europe and Asia.

When I arrived in Perth on Monday morning 24/10, an Ace Car rental shuttle bus picked me up and after all the paperwork was done, I was on my way to Floreat in a Toyota Camry. With only approx. one million people, traffic congestion is never a problem, I had a smooth drive to Floreat which was 22 km from the airport. I was impressed with the efficient transport system, getting to WA Athletic Stadium and Ern Clark Stadium was not a problem, shuttle buses and trains took you to the venues without any hassle.

The opening ceremony at Elizabeth Quay on Tuesday night was well attended, they grouped us all in our national uniforms and walked over to the stage and after all the speeches were made, they put on an Aboriginal culture display and afterwards caught a train to Floreat and drove to

the airport to pick my two mates.

My first event(Wed 26/10) was the 8 km cross country at the Perry Lakes Reserve near the WA Athletic Stadium, only 400m from our unit. 47 competitors took part in my age group and I finished 21st in a time of 35:47 which was a PB for me. My second race was 5,000m at the Ern Clark Stadium, Cannington on Saturday 29/10, there were 35 in this track race and I finished 18th in a time of 20:54, the winner did in under 19 minutes, very quick for a 'senior citizen'. The 10,000m on the 2/11 was probably my best performance, it was a hot day around 32 degrees and we had to run at 1.40pm, they put a sprinkler on in case some of the competitors wanted to cool off while they were running the 25 times around the track. I ran the distance in 44:18 and finished 7th outright and the third Australian. My last event 1,500m at the WAAS is probably the race I don't want to talk about, finished 3rd last in a time of 6:14, the winner clocked 5:07.



pleasure of meeting a living legend, 97 year old John Gilmour. Below is me and John Gilmour with Dennis Wylie, who was staying with me in the unit and won gold in the 10,000m. John Gilmour wrote two books, one on the time he was a prisoner of war and one on his running achievements called 'All in my strides'. When he was making a name for himself as an outstanding runner, he joined the 2/4 machine gun battalion in World War 2, only to be captured at the fall of

Singapore. He was sent to Japan in an old ship where he almost went blind from starvation. The great Herb Elliott wrote this about him: 'As an indomitable inspiration, I think it is possible to see him in the same light as Douglas Bader'. Anyway at the Championships he ran the 800m in a cool time of 9.19 and the 1500m in a time of 19.35, not too many 97 year old men could do that, I wish I could if I get to his age.

In conclusion I had a great time on and off the track, meeting so many wonderful and 'energetic' senior citizens if you can call them that because most of them can run the pants off their own children !

I participated in these games to gain experience in Olympic track racing, so different to road race competition which I've been used to over the last 35 years. Everything was staged to Olympic standard, they call you in half an hour before the race, cross your name off, then they put a number on the side of your shorts and then march you out onto the track and take your position in the field according to your number. When the official fires the gun you're off and running and you can hear the crowd cheering you on wearing the green and gold. They played the national anthem for all the gold medal winners of every age group, it was fantastic listening to so many different tunes of so many different countries like Germany, France, Canada, Spain, Japan, Argentina, Belgium and many others I can't remember. Australia won the most gold medals followed by Britain, U.S.A. Canada, NZ and France. The next Masters will be staged in Spain followed by Toronto in 2020, maybe by then I'll be competitive enough to go in to 70 to 74 age group!

Finally I would like to thank the club for its sponsorship which helped pay some of the fees incurred to enter these games.

On our days off, we went to the Swan Valley to explore Australia's oldest wine region located just 20 minutes from the city. Many of the vineyards are still owned by descendants of early European settlers. We tasted the fruity red wine and after lunch went along to taste the chocolates and the cheese factory. Rottnest Island was another island playground we visited just a 30 minute ride on the ferry from Fremantle. The island is car-free so we took the hop-on and hop-off shuttle bus all around the island. The friendly Quokkas, a marsupial unique to WA was regularly seen all around the island. They had push bikes for hire but by the time we arrived on the island, they were all taken.

On the way back home from Rottnest Island, we met these nice Japanese couple on the train. The husband Sono Masao was competing in the games 60 to 64 division. They had this big Japanese flag with signatures all over it, they asked us to put our signatures on it as well. Sono told me that back in 1981 when Robert De Castella won the Fukuoka marathon in 2.08.13, he was also there racing and finished the marathon in 2 hours and 11 minutes.

This photo is me with Robyn Bassan and Rose Mary, who both won gold medals in the 1500m.

On the second last day of the competition, I had the



Joe Buttigieg - Club Librarian



Rose's Wild Bug.

Well my Wild Bug has been sitting since October last year from when I last raced it at Las Vegas on the 1/4-mile. So I was itching to get it out, especially to take it to Warwick for the VW drags as we always have a great week end away.

Warwick is 1/8-mile, which is a little over 200m in length. Craig Hughes, family and helpers do a terrific job each year to put this only VW drag racing event on that we have in Australia. And a huge thanks to them all and all the guys at Warwick Drag track.

We had fantastic weather and also a huge number of entrants once again - over 90 I think.

And something new, a dyno to check horsepower on the Fri night for a bit of fun.

The street parade on Sat was a chance to catch up with some old and new VW friends and check out some new cars and some mods on old ones. The guys and gals work really hard to be able to get their cars to the track and to support this event.

I had the best day on Sat practicing as I did my personal best in the Wild Bug I ran a 7.35 at 93.71 miles per hour (150.87 km/h).



that the rear brakes were jamming on. Oh well, there's always next time. Overall had an great weekend away at Warwick as we always do as it's not just about the drag racing it's just a great weekend away.

I came away with a Trophy for fastest female for my 7.35sec pass and a plaque for getting into the 8s Turbo so it was a very eventful weekend away.

Get the latest VWMA at your newsagents (or subscribe at <http://www.vwma.net.au/>) to see all the results and lots more photos.

Thank you to everyone that makes this event happen each year I will be back next year to have some more fun.

Rose Merrett

Tea on Sat night was a good to get together and see how everyone was doing after a day of practice. And tappet cover racing.

Sun dial in time so went to put my dial in in and found out that I had gotten into the top turbo class! I was over the moon very excited. But the car didn't want to perform on the day had some good reaction times but couldn't get it off the line but once I got it going it went like a rocket, still doing a 74 mph (119 km/h) pass.

We checked the bug over when we got it home and realized





Richmond, to Kurrajong. We parked in the RFS station carpark, in a prime position on the corner in the main street. Anyone driving through the town would see us. Joe arrived a little later in his 2016 Beetle, which made three VWs altogether.

We talked to all the passers-by. Lots of older people told us they used to own a VW. My Superbug got more interested spectators than Phil's Kombi did.

There were lots of things to do in the village. There were lots of market stalls selling local honey and beeswax candles, honeycomb, and demonstrating bees in their hives. Other stalls were selling fruit and veg, cakes and biscuits, arts and crafts and second-hand books. There were activities for the kids like face painting, balloons, colouring competitions and dress-ups.

Kurrajong-a-Buzz.

Our VW club was recently invited to display some Beetles at the Kurrajong-a-Buzz festival in Kurrajong, the scenic little village in the hills above Richmond.

This community event is designed to inform and spread the word about the importance of pollinators – bees – and to have a ‘buzzingly’ good time. Bees – insects – beetles – VWs was the chain of thought that resulted in our VW club being invited along.

Organiser Lyn Ward of the Kurrajong Community Forum was frequently in touch with us and provided a flyer for our magazine and information sheets which we gave away at the last meeting. They had reserved us a special display space in the RFS station, and included our club in their brochures, promotions and on their ‘Facebook’ page. They were hoping to get at least 8-10 VWs to come along.

Phil drove his Kombi to my place at 7am, and we drove in convoy up through Rouse Hill, Windsor and



We wandered through a really big old antique store with a tall decorated ceiling, an upstairs half-floor and creaky old wooden floorboards. Phil recognised it as a former old picture theatre, which closed in the 1960s. We also explored where the old railway station once was, at the end of the line up from Richmond, before it closed in 1952. The station building has since been moved to the Australiana Pioneer Village at Wilberforce, but you can still see the cuttings where the line once went.

It was really enjoyable day. However it was a great shame that we only got three VWs to go along – a pretty poor effort by our members to support this community event.

Jeff Swords





and Kombis, and a few Golfs, soon taking up most of the parking spots. From gates open at 8am, to 9am when Lily and I arrived, to mid-morning, we had well over 100 VWs turn up to enjoy a relaxing day by the seaside.

The BBQ was sizzling, with Rudi, John, Zelko, Dave and Boris taking turns to cook the snags and onions. Raymond and Grace did some great business in the club shop, with help from Kira and Lily.

Everyone enjoyed wandering up and down the rows of VWs, many we know well and others we had never seen before. Great to see some new faces coming along to events, and also great to catch up with VW

friends we might not have seen for a while.

The facilities at this venue were better than at the other park, with the toilets closer and some shops nearby too. The carpark was also better shaped, wider and not as long, so not as much walking from one end to another. Still plenty of room for a few traders and swappers to set up their stands, and plenty of passers-by too.

Lily and I had to head off around 11am due to other commitments, but some late comers were still arriving as we left. Thank you to Dave and Boris, and all the club helpers, who made it such a successful day.

Thank you too to Conie for the photos.

Boris' Picnic Day 2016.

Sunday the 27th November was the day for the very popular VW Picnic Day, hosted by Boris from Vintage Veedub Supplies at Campsie and organised by Dave Birchall.

After starting in the 1980s at Fitzpatrick Park at Picnic Point, and moving to Deepwater Motor Boat Park at Milperra in the early 2000s, the picnic day has been at Dolls Point since 2007 – until this year.

The local council (now called the Bayside Council, after the mergers of Rockdale and Botany Bay councils) have been doing building works in our previous location, and it is no longer available for parking. So, another venue had to be found.

Fortunately our new area, in the beach carpark at Ramsgate – is only a kilometre or so away, a little further up the shores of Botany Bay. The only tricky part was knowing that you could only enter the carpark by coming south from Brighton Le Sands – the median strip up the centre of The Grand Parade made north-heading right turns impossible.

The day dawned warm but cloudy and a little breezy. The club tent, BBQ, shop and entry gate was set up early. Unfortunately we couldn't 'reserve' the whole carpark for VWs as it's still a public carpark, but several large VW signs and Martha and Conie on the entry kept the numbers of non-VWs to a minimum.

It was an amazingly good turnout, with VW Beetles





All my VW Christmas's have come at once!

The LEGO V29 Volkswagen Beetle (with surfboard & esky).

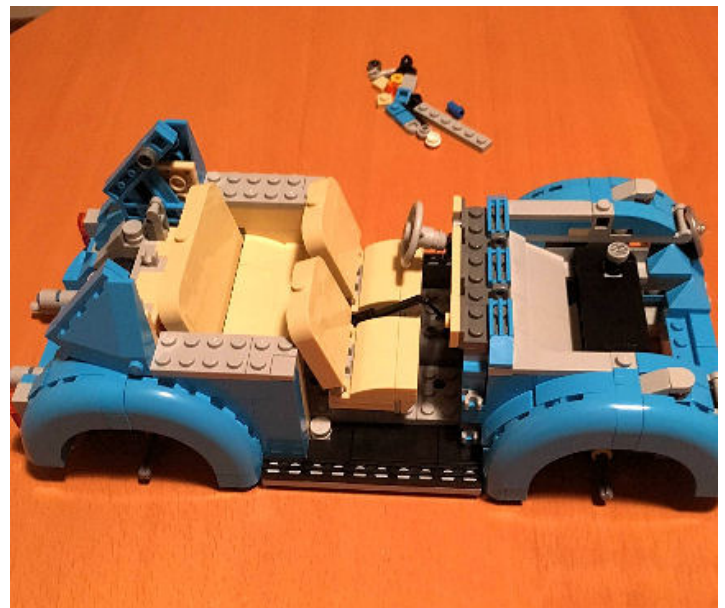
The latest Lego Beetle is ready for summer holidays by the beach! The surfboard and esky are included in the kit to be assembled and placed on the roof rack. Well, after reading about this kit in the August issue of Zeitschrift, I just had to have one of these to add to my original LEGO Beetle and LEGO Kombi (now with lights – see last month's issue!)

I ordered the kit on-line from LEGO, plus shipping (from North Ryde!) and it arrived within a few days in a largish box. This 10252 (LEGO Model number) Beetle has 1,167 pieces and is suitable for ages 16+ or us big kids at heart. It is an Official VW Licenced Product also. The 124 pages of instruction booklet, with diagrams, is mostly OK to understand.

The assembly begins and now included with these is a 'removal tool' so if a mistake happens it is easier to remove that one important piece in the wrong place which makes all the difference. The surfboard and esky are crucial Australian icons for our Christmas summer. This model is quite different to the original (see Feb 2011 Zeitschrift), and appears more lifelike in shape and size proportion. This photo below is what I was up to as at page 13 of 124 in the instruction book.



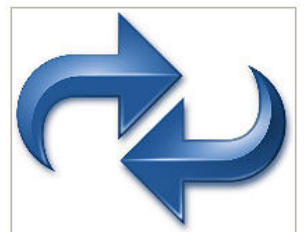
A long way to go but as we all know the rebuild of our favourite classic 'Peoples Car' is well worth the wait for another Beetle to roll out. The LEGO pieces were spread far and wide over our dining room table as you can see, so our lunch and dinners were somewhat 'piecemeal' for several days and nights while assembly took place. From the floor pan, onto the frame and engine, transaxle then starting on the body it felt like eternity and certainly not a 'fastback' to complete.

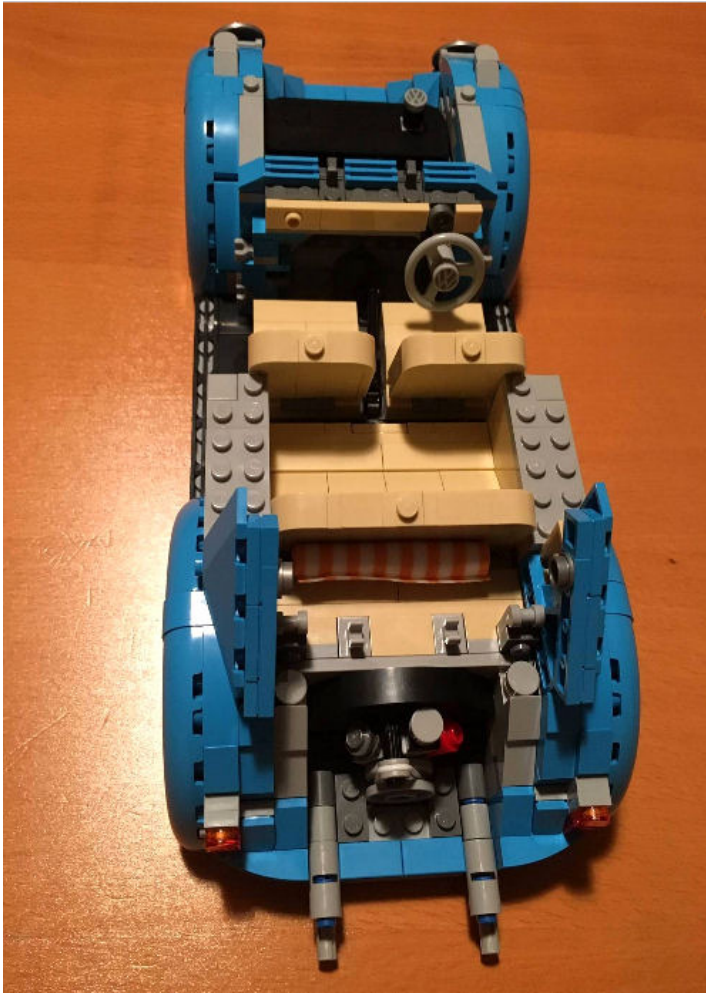


As you can see the detail (that's a beach towel behind rear seat) plus oil cap, air filter and the belt on the engine is quite amazing. LEGO and VW have great quality control up to this page 79 (only 45 pages to go) of the instruction booklet. Onto the roof top, doors, windows, boot, bonnet and instructions sending me dizzy with these circular arrows so I turned upside down.

Nearly completed but then my first grandson is born, so V29 LEGO Beetle is put on hold.

However he is now owner of a RC blue Beetle which I shall





and as the many bags of pieces are weighed, rather than counted if you are missing any they are happy to supply as they did for me on the Kombi. On this occasion I have many leftovers, but like a real Beetle it still runs smoothly. . . over the kitchen table !

Paul Cheetham

'test' until he is older.

Back to assembly of the LEGO and the wheels, tyres and axle are put together. The roof racks , the surf board, the esky (with wine glasses and ice of course) are all put together. Small stickers are applied on number plates (choice of country), windows and we are done. The tail pipes, the bumpers the lights, the mirrors are all assembled as tiny as they are. It's almost a mammoth assembly for a small vehicle but all in all big satisfaction is felt that another piece of toy history is added to my collection. Old Beetles never die. . . cause we love 'em at Christmas time and anytime. . .

LEGO have a great support dept for their customers





the rally to finish ninth, a position he claimed by surpassing Ford Fiesta privateer Lorenzo Bertelli on the final stage.

Much of the talk over the weekend was about Andreas Mikkelsen shopping around for a drive for 2017, following Volkswagen's announcement that they would withdraw from the World Rally Championship at the end of this season.

While it seems unlikely that any rally team wouldn't have been aware of the pace Mikkelsen has shown all year, he was still keen to see out VW's final round with a win and took advantage of running third on the road to plant his name at the top of the leaderboard after SS1. He'd only lose that lead once during the rally, although a bizarre

Volkswagen wins Rally Australia – again.

VW Polo WRC driver Andreas Mikkelsen has scored what will be the last of Volkswagen's 43 victories in the modern World Rally Championship era, winning last month's Rally Australia 2016 by 14.9 seconds from his VW team-mate Sébastien Ogier.

Mikkelsen led the rally for nearly the whole event to claim his third career victory and his second of the season as Volkswagen said an emotional goodbye to the WRC.

Four-time WRC champion Sébastien Ogier was unable to add another win to his impressive tally with Volkswagen, finishing second after a spin on Stage 20 dropped him from within 2.6 seconds of Mikkelsen to over 20 seconds back. Meanwhile, Thierry Neuville's third place, plus two bonus points on the Power Stage, secured the Hyundai driver second position in the Drivers' championship ahead of Mikkelsen, equalling his best-ever finish over a season from back in 2013.

Fourth in Australia was the man from 'over the ditch', Hyundai pilot New Zealander Hayden Paddon, ahead of the sister Hyundai of Dani Sordo. M-Sport's Ford Fiesta driver Mads Østberg finished the last rally of the year in sixth, while Ford teammate Ott Tänak was seventh.

Jari-Matti Latvala in the third Volkswagen Polo recovered well from damaging his suspension on day one of

incident, which saw his clutch pedal holding down his brake after the floor of his car was dented, came close to ruining everything. It didn't, and Mikkelsen claimed the third of his career wins and his first since Rally Poland back in July.

Sébastien Ogier won his first-ever stage with Volkswagen back at Rallye Monte Carlo in 2013 and it seemed only natural that he also won his final stage with the team as well.

Over the past four years, and the four Drivers' titles that came with them, Ogier has become the outstanding driver of the WRC field, and he'd undoubtedly loved to have taken the last win for Volkswagen. But a spin on SS20, after he'd closed the gap to Andreas Mikkelsen to just 0.3 seconds midway through the stage, cost him a shot at that victory. That won't blight an incredible four years, however, which has seen Ogier add 31 victories to his tally and move to second in the all-time WRC winners' list with 38.

Last hurrah for Volkswagen

It was fitting that, with sister company Audi taking a one-two at the 6 Hours of Bahrain in their final outing in the LMP1 'Le Mans' Championship last weekend, Volkswagen echoed the winning result in Australia in their last race.

The 2016 WRC saw 13 of the 14 scheduled events run, after the Rally China was cancelled. The Volkswagens won 11 of these, with only the Rally Argentina and Rally d'Italia won by the Hyundai team – the VWs were second and third in both of these. VW Polos finished 1-2 in the Rallies of Monte Carlo, Mexico, Portugal and Australia.

But it has been a dominant four seasons for Volkswagen since 2013, with the results speaking for themselves.

- * Victories – 43 out of 52 (31 for Ogier, nine for Latvala, three for Mikkelsen)
- * Podiums – 86 (41 for Ogier, 25 for Latvala, 20 for Mikkelsen)
- * Stage wins – 639 out of 1,003
- * Drivers' titles – Four (2013, 2014, 2015, 2016)
- * Co-drivers' titles – Four (2013, 2014, 2015, 2016)
- * Manufacturers' titles – Four (2013, 2014, 2015, 2016)



Volkswagen had confirmed its withdrawal from the WRC the Wednesday morning before Rally Australia, following a board meeting 24 hours earlier.

Rather than competing in the WRC next season with its all-new Polo R World Rally Car, Volkswagen will now start development of a new car based on the next-generation Polo. It will be eligible for the WRC 2 category and will be available for customers to buy from 2018.

Frank Welsch, Volkswagen's technical development manager, said the company faced enormous challenges.

"With the defocusing of petrol and especially diesel engines and the upcoming expansion in electrification of our vehicle range, we must now focus all our efforts on important future technologies. We far exceeded our sporting goals in the WRC, now we are realigning Volkswagen Motorsport and moving the vehicle technology of the future more starkly into focus," he said.

Since entering WRC in 2013 after several years of success in the Dakar series with the Race Touareg, Volkswagen has won the WRC drivers' and manufacturers' title in all four seasons. Sébastien Ogier clinched his fourth consecutive title in Spain last month and he and team-mates Jari-Matti Latvala and Andreas Mikkelsen have scored 43 wins from 52 rallies.

Volkswagen secured its fourth consecutive manufacturers' world title in Britain last round. Last week's win at Rally Australia was also the fourth in a row for Volkswagen.



"I want to give our heartfelt thanks to our drivers and co-drivers for their outstanding achievements," said Welsch, who added there was a guarantee of employment in future projects for the 200 Volkswagen Motorsport staff.

"Of course, we regret the departure from the WRC very much as this was the most successful chapter in the Volkswagen brand's motorsport history. The team has done great things," said Smeets.

"At the same time, our vision is firmly ahead, because we are aware of the great challenges facing the entire company. We want our realignment to contribute to the success of the Volkswagen brand.

"From now on, the focus is on upcoming technologies in motorsport and on our customer sports range, where we will position ourselves more broadly and attractively."

There has been a universal outpouring of sympathy and support for the Volkswagen team since they announced they would not continue in the World Rally Championship after the end of this season. Sealing a victory at their final round



was entirely appropriate for the German powerhouse from Wolfsburg, while the guard of honour from Hyundai at Rally Australia's ceremonial start showed the esteem in which VW are held.

Last round for current WRC cars

Rally Australia also marked a farewell to the current generation of 1.6-litre turbo World Rally cars, which have been with us since 2011.

2017 WRC cars will have their horsepower figures jump from around 315 bhp currently to closer to 380 bhp next year. This power hike will be achieved thanks to a move from a 33mm restrictor plate on the turbochargers to a 36mm one, copying the engine configuration of the World Touring Car Championship racers. This is a good increase in power, but still a long way short of the 650+ bhp of the awesome Group B rally cars (such as the Audi Sport quattro S1) of the 1980s.

With an extra 55mm of width for the manufacturers to play with, the cars will have a more stanced look, while extra space for front and rear overhangs on the cars should see more extreme bumpers and rear wings being used by the teams. This should mean that the new machines echo the 'batmobile' look of the Group B cars of the 1980s. They will also have more downforce, improving grip and allowing drivers to push harder.

2017 cars will also be lighter. The WRC rule makers have specified that a full 25kg be lifted off the minimum weight requirements for the cars next year, taking them from 1200 kg to 1175 kg.

That lighter weight coupled with the increased performance should mean that the cars fly next year. And while safety requirements mean that they won't be the 'silhouettes' – skeletal machines that are effectively road car lookalikes – that we saw at the end of the Group B era with cars like the Lancia Delta S4 and Peugeot 205 T16, they'll be significantly more extreme than they are now.

Citroën will replace their DS 3 WRC with the C3 for next season, while Ford M-Sport and Hyundai will run new versions of the Fiesta and i20 in 2017 as Toyota arrive on the scene with their Yaris.

Volkswagen Motorsport had already developed several 2017 Polo WRC prototypes for next year, which current drivers Sébastien Ogier and Andreas Mikkelsen have already tested – there is even footage of the 2017 Polo WRC on YouTube. However with VW withdrawing from the WRC, we sadly won't get to see a fifth consecutive VW championship with these cars.



EMPI tips.

Volkswagen Club of NSW 'Club News', January 1965

Recently I received the newest EMPI catalogue. In it was a section which gave quite a few tips for the care and servicing of the V.W. I hope they won't care too much if I take the liberty at this time to pass some of this information on to you.

They say that the operating costs of the V.W. will as low as one cent a mile, or even less if you follow a rigid maintenance procedure. Another bonus is the larger resale value of your car and the maximum pleasant trouble-free driving.

Their recommendations go far beyond those prescribed by the factory, mainly because the factory bases theirs on average conditions. Factors such as climate, altitude and above all, your own individual driving habits, must be taken into consideration and the subsequent services performed accordingly.

The first thing EMPI suggests is to familiarize yourself with the main mechanical features of your car. The time you spend on this will be well regarded in the future.

First here are a few very important suggestions to ensure yourselves that you have a real smooth running engine.

The 'break-in' period of 300 to 500 miles is the most important running time of the car. How you handle the car during this period will determine how it will serve you for the rest of the time you drive it. According to the manufacturer a long period of slow driving is not necessary, but neither should the new car be taken out of the show room or shop and pushed fast - and here should I add 'hot-rodding' to show it off.

Until all the moving parts are loosened up changes in speed should be gradual as well as gear shifting and braking. Vary your speed on the highway constantly and don't drive fast very long at a time. Short sprints, or bursts of moderate speed are best. Accelerate up to say 60 miles per hour, and hold it at this speed for one or two miles, then

slow down to 45 or 50 miles per hour are best. By this is implied that you need not 'baby' your car, but on the other hand don't over do it and try and set speed records.

Always warm up your engine slowly. Never race a cold engine. Now this is good sound advice for a new or old engine. Drive slowly for the first few minutes. To start the engine and then drive off after a few moments at a reduced speed is easier on all moving parts than to let the engine stand and idle until warmed up. The use of Molycote or STP in the crankcase and transmission will help to protect the moving and critical parts against the added wear of cold starts. Be sure your spark timing is properly adjusted. If your engine 'knocks' check the timing. A knock for a period of time can cause serious damage. This 'knock' is a sure sign of a too-early spark timing. On the other hand a spark that is set too late is just as serious, but it is not as easy to detect. The only way a late spark is noticeable is through a sluggish acting car. A spark set too late will cause serious overheating of the engine, while a too early spark setting with the knocking or pinging can cause cracked pistons or other associated damage. Either setting can cause serious damage. This improper spark timing will cause loss of power and greatly reduced gas mileage and economy. Since economy is the prime feature of the VW it is only natural that the spark timing be kept properly set.

Don't attempt to perform service on your Volkswagen unless you are an experienced mechanic and have the proper equipment. You will find that getting expert service is very cheap per mile. If you have the time and like to work with your car you will feel well repaid for the effort of keeping it clean inside and out, including the engine compartment. A car that is kept clean has a greater value and actually runs better.

If you, yourself, are not exactly mechanically-minded, but would like to learn how to do the more simple routine maintenance, perhaps a VW club friend that is in the know will show you how it is done. Start by buying a good quality Volkswagen workshop manual. Once you have the feel for doing the simple operations it becomes fun and a pleasure to know your car is always in top shape. If something does not sound just right you will know what to look for and how to correct it.

Frequent car washing during the snow season is a must if your local area uses road salt. Rapid and extensive damage to the underpart of the car and the paint and chrome finish is caused by salt. Go to a little trouble to keep it washed off, and it will pay you big dividends in the long run. Last autumn, I mentioned a trial spray coat of Houghton Tenac Spray on the underside of my VW. Recently I carefully washed the underside of the pan to determine how well the Tenac Spray withstood the winter onslaught. I am quite well pleased to report that the coating was intact and had performed as expected.



While the Tenac Spray was not intended as a complete substitute for an undercoating with its more or less permanent characteristics, this spray hold up equally as well with the added feature that when this spray is used one knows full well that it must be re-done each year so will not neglect it until it is too late and extensive body work is necessary due to rusting out from salt water getting underneath the coating, as is the case with undercoating.

A coat of wax on the chrome as well as the paint will protect your car and help keep it new looking.

Attention to the interior of the car pays off also. A good vacuum cleaning and shampoo on the carpet will prolong the life of it. The upholstery actually lasts longer if kept clean.

You will find that your service man, as a general rule will take more pains with your VW if it looks like you take pains to keep it clean. On the other side of the lodger, it appears that some service men just delight to get a really clean car so they can see just how proficient they are at greasing everything up. By this I infer they delight in putting more grease everywhere inside than the fittings provided for this purpose. Of course these mechanics are not too numerous, for which we are all happy.

Barry Pond



over the loudspeaker and the beetles looked fantastic on a grassy slope for all attendees to pass by and see. Every time I ventured outside to check on them I ended up talking to someone who would start a conversation with "I had one of those!"

Our group got a little tour of each model-section, ending at the beetle area. Leigh explained that most of the models would take around 6 months to create; each part of the car would be meticulously prepared, sanded, under-&-over coated with paint - which was applied by spraying in mini booths, followed by gluing and highlighting features. They were indeed little authentic replicas. My pick was the 'exploded' orange beetle which mimicked an early advert. A great day was had by all and some of us even left with a model kit to create something in the future.

Mandy Conway



Scale ACT 2016

On the weekend of 12-13 November 'the ACT Scale Modellers Society held their ScaleACT '16 show at UC High School in Kaleen, ACT, and the VW Beetle was a feature this year. Club VeeDub Canberra Chapter members were approached some time ago to see if we could bring along our 'live' beetles for their show to complement the mini models on display. We managed to get 5 there for the show on Sunday.

Leigh (who came to our meeting) introduced us to the Scale Modellers Society President who was delighted we could join them. Our cars were advertised throughout the day





that: a lift to Discover Media-spec for the infotainment system, the introduction of App-Connect smartphone connectivity (Apple CarPlay, Android Auto, Mirrorlink compatibility), and standard-fit reverse-view camera. And with no lift in price.

So, is the gracefully ageing-if-eight-year-old sports hatch ripe for picking? And is now the prime time for the procrastinating performance buyer to grab one... when Volkswagen Australia has already axed other low-selling models such as Up, Eos and (new-new) Beetle?

Scirocco R road test.

Volkswagen Australia has announced that it has created a final special edition to commemorate the end of local sales of its Scirocco.

Called the Scirocco R Wolfsburg, the final 150 cars have just been released to local Volkswagen dealers.

With the choice of just two colours, a pearl white or blue metallic paint, the final R Wolfsburg editions ride on large black-painted 19-inch alloys and come matched with black wing mirrors. Inside, it features reshaped sport seats.

All versions come powered with the Scirocco R's 188 kW/330 Nm 2.0-litre turbo four-cylinder, with the majority of all the special editions coming equipped with the six-speed dual-clutch automatic transmission. A manual six-speed will also be offered with the final R Wolfsburg trim but Volkswagen Australia only plans to import just 30 of them.

The Wolfsburg-edition Scirocco R is priced at \$49,490 (plus ORCs) with a manual transmission, plus a further \$2500 for a six-speed dual-clutch automatic version.

Although we haven't seen the final edition in person yet, we will celebrate the end of the Scirocco in Australia by having a drive of the normal Scirocco R. A cursory glance at Scirocco's patchy relationship with the Aussie market suggests that, if keen, a buyer should get in while the going is, well, still going.

Australia missed out on a quarter century and two generations of Scirocco, and it took three years after its 2008 debut in Europe for the current third-gen version to finally say "G'day". Three years into its Aussie patronisation, it looked sketchy as to whether the then-updated 2014 version would get a green and gold gurnsey. But it did, arriving in late 2014 sat neatly in price between the 'regular' Golf GTI and Golf R, surgically positioned on power, performance and specification to split the five-doors as the left-field Mister Alternative. That said, the 2015 Scirocco R loaded in a host of updates and, starting at \$45,990 before on-roads for the manual version, was \$2000 more affordable than its forebear, earning it a decent eight out of 10 in review.

There's been yet another update since the Scirocco R last passed through the garage, though a fairly minor update at

Testament to how far designers hit Scirocco out of the ground is just how contemporary its styling still remains. There's enough drama in its shape, proportions and lines that it makes the logical Golf alternatives seem dull – which is entirely the point – and it takes vivid imagination to visualise where designers could possibly take the 'Scirocco look' to in its next and fourth generation that shouldn't be too far off on the horizon.

Often overlooked (usually in context of relative performance to go-fast Golfs) is that, outside of perhaps Mazda MX-5 and the Toyota 86/Subaru BRZ twins, it's tough to get into such a dynamic looking two- or three-door sport-infused car for its mid-forties price tag. Nissan's 370Z? Ten grand more. Audi's TT? It starts from \$73K. Alfa Romeo's 4C or BMW's M2 are both nudging twice the Scirocco R's price tag, and Porsche's Cayman then some. Almost anything else you can name is, styling wise, a mundane car festooned with wings, vents and stickers.

The Scirocco R's well-weathered appearance masks its age well, though its age is becoming increasingly conspicuous with the march of time. In reviews past, its Golf 5-derived powertrain and underpinnings felt a little 'transitional' compared with what was, at the time, a shiny and new MQB Golf 7. But now that Volkswagen's current five-door hatchback crop is nearly (globally) four years old, and extremely familiar, the Scirocco R's 'maturity' is more apparent than ever in the driving experience.

That's not necessarily bad news. The Scirocco R has a sort of blunt, mechanically connected feel that Volkswagen seems to have engineered out of its latest MQB platform-based small-car crop in the quest for a holistically more rounded and refined experience. There's a little less isolation



between the driver's hips and hands and what's going on between the tyres and the Tarmac. It's particularly evident in the quality of the steering, which is clear and progressive, offering the driver a high degree of accuracy in corners.

But neither is it all good news. The Scirocco R's body movements are tied a little too assertively to the road surface when it comes to suspension damping. It's a three-mode, supposedly adaptive system that switches between Comfort, Normal and Sport tuning, though in effect this correlates to states of ride best described as Firm, Harsh and Spine-Fusing. The absence of compliance which can be heard as much as felt, doesn't improve with the weight of four adults on board, and second-row comfort, in particular, is pretty average for longer trips across Sydney's third-world urban road surfaces. That said, ride is comparable and no worse than Audi's TT or BMW's M2.

So even at a cruise, the Scirocco lays on bona-fide sporting vibe. And, no, it doesn't quite feel like a Golf GTI in drag. While derived from the same toy box as Golf 6 GTI, the wider tracked, more prodigiously rubbered, uniquely tuned Scirocco chassis channels driver input into cornering accuracy more assertively than its old five-door kin and perhaps more so than the latest Golf R stock (though the jury is out on this one). Such is its ability to sit flat and dig in to the hotmix through corners.

As a dynamic package, it really plies its prodigious cornering abilities through fantastic front end accuracy. With its taut suspension and flat stance, the amount of grip channeled through those 235 mm Continental tyres is remarkable, at least on smooth surfaces. Without much compliance on hand, mid-corner bump can shift the Scirocco R's nose off line, and given that on-rails capability the tyres usually unhinge suddenly and alarmingly.

It is, though, a very composed device pedalled hard from one apex to another. While the good, old sense of mechanical connection and communication heightens its driver friendliness, there's a gamut of active trickery fitted to the front axle – Electronic Diff Lock, Extended Electronic Diff Lock, Anti-Slip Regulation – in play to conspire corner exit drive without unnecessary histrionics, and the tail end is benign enough not to give inexperienced drivers a scare should they need to lift off the throttle or jump on the brakes during inopportune moments.

It's properly quick yet thoroughly driver friendly. And its great party trick is that you can stick it into a corner really hard – perhaps harder than a Golf R – and it doesn't demand mitigating understeer. Add robust power delivery and the Scirocco can cover twisty back roads at an amazing clip.

The Aussie Scirocco R remains at a 'hot climate' tune of 188 kW/330 Nm rather than the more liberated 206 kW/350 Nm available in Europe, and its old-gen EA113 turbocharged 2.0-litre four can't match the heights of Golf GTI 40 Years (195 kW/380 Nm) or Golf R (206 kW/380 Nm) that use the newer-gen 'EA888' engine. And perhaps for reasons of 'positioning' as it is due to technical limitations.

Still, the Scirocco R doesn't feel to lack for energy, much of it the sensation of the strong, mid-range torque hump of the older engine that threatens to explode into



wheelspin during full-throttle acceleration, a characteristic tuned out of the current engine with its much flatter delivery across the rev range.

Our six-speed dual-clutch equipped test car (\$48,490 plus on-roads) has no switchable drive modes, per se, but doesn't really want for such functionality. Instead, and given the chassis' permanent sporting state, the powertrain can be pushed to Sport mode from its default Drive using the console shifter, though 'S' gets its own notched position and it lacks the nifty 'tap back' function of fast Golfs allowing to quickly toggle between Sport and Normal modes.

Volkswagen claims 6.0 seconds for the 0-100 km/h sprint for the DSG version (6.2 sec for the conventional six-speed manual) and, in S powertrain mode and with just 1381 kg to push, it feels every bit as quick. But S holds onto ratios too aggressively for around town driving, and if there's a shortcoming it's that, in regular D mode, there's a pause in the kickdown after you put the boot in, and once the engine comes on boil it piles on a little too much torque. In short, it's a little tricky to drive a brisk clip through traffic around the urban jungle.

Most annoying, though, is the boomy drone of the exhaust note during normal driving, as the DSG climbs for top gear in the quest for maximum fuel economy while hovering engine rpm around the 1500rpm mark. Between the droning and fidgety ride, it's not the most pleasant commuter. At least, that is, for city driving. If the trip to work is via the Snowy Mountains, the Great Ocean Road or the Old Pacific Highway north of Sydney, the Scirocco R becomes a much more desirable prospect.

It's not an uncomfortable cabin space to spend time in, at least in the first row. The front seats are superbly contoured, balancing support ideal for either long haul or spirited driving, or both at the same time. From seat positioning to the placement of the controls, it's really driver focused and friendly. Visibility is pretty decent, though the A





pillars are quite thick and tough to see past, and vision through the rear-view mirrors is quite limited. Thankfully, the Scirocco R now gets a reverse-view camera as well as adaptive guided front and rear parking sensors.

The 16.5-cm touchscreen-controlled Discover Media infotainment system is beaut, offering proprietary CD/radio/SD music and sat-nav functionality while giving you the option to let your smartphone do the heavy lifting via App Connect (Apple CarPlay, Android Auto, Mirrorlink) or using Bluetooth. And there are plenty of rival carmakers who can learn a trick or three on clarity from the driver's instrumentation and binnacle screen, which are among the easiest to read in the biz.

Functionality takes a, erm, back seat to form when it comes to the second row. It requires deft flexibility to climb into or out of the rear seats, a difficulty compounded by those impossibly long doors that only allow shallow opening in most perpendicular parking spaces. The 'plus two' rear seats are set quite inboard, limiting shoulder room, and they don't line up with the concave seat backs up front, which limits knee room. Headroom is merely adequate and there are no creature comforts in back – no air vents, no USB points, the windows don't open to allow fresh air into the rear of cabin... You do get ISOFIX and conventional child seat tether points, though loading toddlers in and out might prove a back-breaking exercise.

Cabin materials are adequate rather than upmarket. The plastics, mostly in lower areas out of the direct line of sight, are hard and shiny. And the fabric on the centres of the seats is, as one colleague describes it, "scratchy". Leather appointed (though not wholly leather trimmed) and heated



seats with electric lumbar adjustment are available, but they'll cost you an extra \$2850.

At 312 litres, the boot space is hardly massive but its dimensions are quite useable. It does expand to a little over a 1000 litres once the 50:50 split-fold rear seats are stowed, though the load through aperture isn't huge and you'll struggle to fit bulky objects that most regular hatchbacks might otherwise easily swallow.

Ownership? The Scirocco R is covered by Volkswagen's three-year/unlimited-kilometre warranty with a matching roadside assistance program. The car is covered by a capped-price servicing schedule with 12-month/15,000km intervals for a total of 72 months / 90,000km (\$3732 total cost without maintenance items, \$4314 including periodic pollen filter and brake fluid maintenance). Volkswagen claims combined fuel

consumption of 8.0L per 100kms, though we dove well into double figures during our mostly urban testing.

Has our opinions of Scirocco R changed given its added age and its extra infotainment fruit? Not really. If anything, some of its more ageing elements – the engine character and chassis – are those that reinforce its charm, and certainly don't outdate the three-door in any meaningful way.

Importantly, it's still the valid counterpoint, rather than substitute, to go-fast Golfs. It mightn't have the same level of refinement, or necessarily the same outright pace in the case of the Golf R. But if the Scirocco R appeals because it still looks great, it's soon to come to an end and it's not another hot Golf, that's as good as a reason as any to give it a closer look.

Drive one at your VW dealer before they're all gone. Who knows, in 20 years' time it could be as collectable as a Superbug or a Karmann Ghia is now.

Curt Dupriez

Scirocco - the sensible compromise.

Modern Motor magazine, August 1976

With the economy of a VW Golf and the style and handling of a sports car, this little number from the Wolfsburg masters can't help being a hit.

Scirocco is Volkswagen's first real attempt at a sporty coupe, and it works! It's based on the super-successful Golf and it has all the flair and style you want in a sporty car, it's also extremely practical in the bargain.

I've been primed and ready to drive it ever since I wrote the first preview pieces on the car for Modern Motor back in March 1974. I recognised Scirocco then as a piece of automotive commonsense, very much in tune with current needs and very much a car of the future.

Volkswagen Australia has landed a solitary, metallic silver Scirocco for evaluation, and if a decision is made to import Scirocco in quantity, then you can expect them to land sometime in April next year, wearing a price tag of about \$7000.



We were offered first drive in the sporty Volkswagen, and I must say that my brief time with the car was extremely pleasant. It's light, handles extremely well (in the Golf tradition) and has tremendous grip on all surfaces.

Of course there's no denying that the differences between Scirocco and Golf are quite minor, if you discount the body shell. Inside you'd only pick the difference by the plaid cloth-trim seats and the sports steering wheel. Everything else is pure Golf.

I think that if the testing order had been reversed, I might have felt differently about the Golf, but as it is I can't help feeling a little anti-climactic. I enjoyed the Golf so much and was so impressed with its qualities, that the minimal differences between it and the Scirocco meant that the Scirocco, at first, wasn't nearly as much fun as I thought it should have been.

After a few days behind the wheel, however, the Scirocco took on its own personality.

First impressions, on walking up to the car, are very favourable. The Italian styling genius, Giorgetto Guigiaro, has done beautiful things with body tools and has crafted a sleek, aerodynamically efficient style which is mated to the practical, economical Golf floorpan and mechanicals.

The drag factor of the Scirocco is a wind-cheating 0.41, compared to cars like the Alfetta GT and Citroen CX, at 0.39. This means it takes much less engine power to drive the smart little coupe to effective highway cruising speeds while maintaining excellent economy.

In constant speed tests, complying to the European DIN standard, the Scirocco returned in excess of 32 mpg (8.8 L/100 km) at a constant speed of 180 km/h on the VW speed loop at the Wolfsburg test track.

Performance is slightly better than the

Golf. The Scirocco accelerates to 100 km/h in 10.6 seconds and runs the standing 400-m in an average 17 seconds. Based on figures from our short test drive, we returned more than 36 mpg (7.8 L/100 km) and reflect that obtaining this figure was easy.

The whole concept of the Scirocco is an appealing one. Looking at the performance and economy figures in the preceding paragraph and relating them to day-to-day driving, the Scirocco makes damn good sense.

First up a sporty car should have unbeatable handling, brakes and suspension – plus performance and flair. Scirocco has all that, and it all stems from development of what is basically a purely domestic automobile, the VW Golf.

That statement should not be seen as detracting from the Scirocco – rather it makes the Golf look exactly what it is – a car ahead of its time.

Guigiaro has gone for exterior styling to give visual stimulus and inside there are few concessions to sporty-minded motorists, but due to the interior 'feel' created by the exterior body styling, you feel cosily nestled inside a snappy sports coupe.

It's hard to define, but even knowing that what I was driving wasn't far removed from a Golf I still felt like I was travelling at 160 km/h standing still.

I suppose you'd have to call it a three-card-trick, but in my case it works. I'd be quite happy to fork out for a Scirocco. To my mind it offers the same package and image of the Toyota Celica (unfortunately we have to bear a significant cost burden in Scirocco's case) and that is a two-plus-two with ample luggage space, a stylish body with good handling and performance.

The Scirocco suspension has quite a long spring travel, to soak up the bumps, but body roll is not as apparent as in the Golf. The unique rear suspension arrangement contributes much to the stability of the handling, and gives a controlled ride/handling compromise at all times, over all surfaces.

At first the car gives the impression that it's stiff and firm over broken surfaces, but it proceeds to handle them brilliantly.

It features a 50/50 weight distribution with two passengers aboard and runs equal front and rear tyre pressures, also like the Golf, and all this is wrapped in a super light, but inherently strong body structure.

Driving Impressions

At the time I took delivery of the Scirocco I had only recently returned from the 1400 km Total Oil Economy Run in which Susie Ransom and I drove a Volkswagen Golf.



BRAKES and handling on the Scirocco are exceptional, point the car into a corner and the reaction is practically neutral. Although there's only a single front windscreen wiper, it covers that big area with ease.

I had had a concentrated three days driving to really get the feel of the little car, and consequently by the time it came to drive the Scirocco, I was re-familiarised with the handling and suspension which Volkswagen engineers designed into both cars.

The most surprising aspect of the Golf/Scirocco after the first few kilometres is the incredible adhesion. It gives the driver a superb feeling of confidence which immediately removes any doubts about car control.

The Scirocco is very controllable and easy to point. Even if the car should get off-balance the situation is very easy to correct.

We've described the rear suspension previously, but it's such a major contributing factor to the car's stability that it's worth it to recap – basically it consists of a transverse T-section bar which features a built-in stabiliser bar action and is connected to two trailing arms and vertical shock absorber coil spring units.

Long spring travel allows the trailing arms to give a de-cambering effect which produces an oversteer reaction when high cornering loads are applied. It's this controlled oversteer which gives Scirocco its superb balance.

Combined with VW's super negative steering offset the Scirocco always gives you the impression that everything's under control. Point it into a corner with just the right sort of speed for a sporty exit and the car reacts beautifully. The reaction is practically neutral, allowing you to place the car with ease and confidence.

The Scirocco was pretty quiet, although wind noise might be a problem during sustained high speed touring. Road noise crept into the cabin only on very coarse bitumen, but otherwise there was surprisingly little transfer of sound through the lightweight body. I think VW should add a little soundproofing under the bonnet and in the engine bay firewall, in order to completely exclude any engine noise that might sneak through into the cabin.

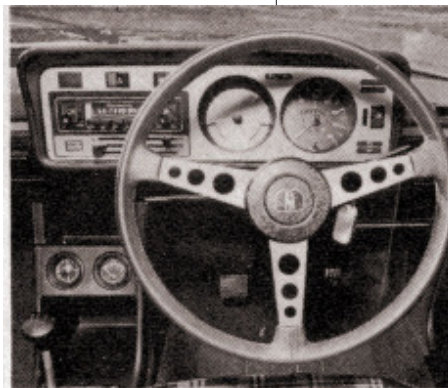
The 1588cc SOHC powerplant will sing happily all day and revs easily. It's extremely flexible and very willing, and was easy to start each morning – even the automatic choke worked faultlessly.

If there is one problem with this coupe, it has to be in the rear cabin. There really isn't any way you could describe it as a full four-seater.

Scirocco is a two-plus-two and nothing more. Headroom is limited and so too is legroom, especially when the front seat occupants are anything more than average



HOW'S that for an open mouth. The change from hatchback boot to full load space is quick and simple.



EVERYTHING at the driver's fingertips, and that's the way it should be in any car.

height.

The driving position is excellent and gives the driver excellent vision and easy to reach controls. The slim pillars and big glass areas are an important safety factor. The rear window angle is just right and gives better than adequate rear vision.

Seat adjustment allows most people to get comfortable and the cloth seat inserts were very pleasant. The Scirocco offers practically the same amount of rear luggage space as the Golf – it features Golf's drop-down rear seat arrangement which increases luggage space markedly – and that's what makes this sporty coupe such a practical proposition.

The Scirocco has been described as a total package – and indeed it is. I hope we'll see it in Australia. Due to anticipated small volume, it must come in fully built-up, and of course there'll be a waiting list, as there is for anything new and innovative from Europe. When the word comes you'll just have to wait in the queue with your cheque ready.

After driving the Scirocco and reflecting on the range of cars currently available in Australia, I can't help agreeing with motoring editor Peter Burden – that Australian car buyers aren't as silly as some industry people think they are.

The Australian car buyer knows something good when he sees it, and given the chance he'll buy it (in many cases, despite high tariffs and sales tax) so heaven help the locals when cars like the Scirocco go on open sale in larger volumes.

Do the local manufacturing operations really expect Australian motorists to put up with a dated, poor quality product when cars like Golf and Scirocco are freely available on the world market?

The motor car business after all is a world market, not just a little corner called Australia. Long live Scirocco and others like her, she's got what it takes to make me happy.

John Crawford



ALL three doors on the Scirocco allow easy access with the Golf-type rear seat folding down to provide incredible load space area for such a sporty car.



The Scirocco Standard.

Modern Motor magazine, August 1976

Stock standard race series were almost a thing of the past - that was until VW Sciroccos came along. Gero Hoscheck reports . . .

Three German enthusiast magazines, the VW factory and the PR department of the Sachs shock absorber company got together in Hockenheim this year to create a new marque series patterned after the successful Renault R-5 challenge, which has been a favourite of aspiring race drivers and spectators alike.

But this one was to be with something more sporty for racing vehicles, the Volkswagen Scirocco in a special race tuned version, to be manufactured by the factory in a special run of 50 cars.

The cars were to be as identical in performance as possible and licensed for the street. Competitors for the new series were offered the cars at a bargain basement price of 15,500 Deutschmark (\$6200).

Just two weeks after the announcement of the Scirocco Cup in January 1976, 1200 applications to buy one of the cars and to participate in the championship were received by the organizers, the Formula Vee Association of Europe, in Hannover.

One thousand were already eliminated by screening the paperwork. A German racing license, and age 19 to 30, were the only requirements however, as well as ability to come up with the money for the car.

The remaining 200 had to pass a driving test on the VW proving grounds, and 45 were finally chosen to run.

The fifty Cup Sciroccos were all delivered in one colour: black, with a white Zebra pattern on the sides. The other only identification was coloured bands on top of the radiator grill and the windscreen.

The bodies were decked out with air dams, spoilers and fender extensions, but otherwise stock. Interiors were improved by Recaro sport seats, racing

steering wheels, additional instruments, but otherwise remained basically stock standard.

Power for the Sciroccos comes from the fuel injected DIN 110-bhp (82 kW) high performance 1600 cc transverse engine. Four cylinder, sohc, basically a blown up Golf engine. The only engine modification was an oil cooler.

To bring braking performance up to racing requirements the front discs were vented ATE units. Official tyres were Pirelli P7 street radials on alloy wheels.

Safety equipment on board included a roll bar, racing harness, 5 kg fire extinguisher, and a battery cut-off switch.

There will be eight races for the Scirocco Cup with \$2000 (5000 Deutschmark) as the prize for the winner of each race. The final event carries a winner's premium \$4000 (10,000 Deutschmark).

The first event was run on the Motordrome of Hockenheim in front of 120,000 spectators. They saw a lot of thrills and spills and close racing. Bumper to bumper drafting seemed to be the technique to make up for the modest performance of the Scirocco engines.

Winner of the race was a guy named Manfred Winkelhock, whom nobody had heard of before. He was not only driving better than his 44 competitors, but, miraculously, his car seemed to have slightly more power than theirs.

This was just sufficient to brake loose from the dense bulk of his pursuers within the short racing distance of only eight laps or 54.3 km.

There is talk about a similar series being planned for the United States. If this comes true and the conditions are similar to those in Germany, we might finally get a farm system for budding road racers which gives them equal chances, reasonably priced equipment, public exposure and experience in close, competitive driving all at the same time.

Gero Hoscheck



Christmas road safety.

As Christmas approaches and people's thoughts are on the upcoming holidays and road trips to visit friends, relatives, loved ones or just to get away from the madness of the city, I thought it appropriate to include a newspaper article from 1964 talking about road safety and to include a few recent facts and figures to take with you on your journey. Although this article is 52 years old, it is as relevant today as it was when it was written 1 December 1964.

Canberra Times, Tuesday 1 December 1964, page 10

A racing driver talks on road safety

One night last week, Canberra racing driver, Greg Cusack, addressed a small gathering of teenage Legacy wards accompanied by some adults on the subject of driving with safety.

It became very clear early in his talk that some of the driving habits and practices indulged in by motorists who are normally otherwise quite sane, and by the "flasher" element amongst teenagers, have no place on racing circuits. The driver who did apply these methods to racing speeds would not be very long for this life.

On the other hand, racing techniques and the ability to accurately forecast what is going to happen before it does happen, can be transferred almost exactly to ordinary driving and if every driver did so, the road accident rate would take a very sudden slump.

We must not therefore look upon the racing driver as a sort of idiot just out for thrills. Certainly, thrills come into it, but above all, the race driver is a man of highly developed skills who enjoys developing them more and pitting them against the skills of other people on a race circuit or track.

These skills simply are the application of driving principles which after all are largely elementary and should be known to every person who obtains a driving licence. Unhappily they are not and it was interesting to see at last week's gathering how some of the adults who had been driving for years with good safety records, showed by their questions that they were hazy about some of the forces which affect a car in motion.

Cornering

Of these elementary things, one of the most elementary hammered home by Mr. Cusack was that a car is safer if it is cornered with the engine pulling than on the over run, that is with throttle closed and possibly with the brakes applied. But how often does one follow a car through a corner and see the stop light gleaming.

This method of cornering is untidy and can be very unsafe. It too often indicates that the driver has entered the corner too fast and that his brake application is a sometimes desperate attempt to stop centrifugal force from sending the car off the road. It is, in fact, a common cause of many fatal accidents.

However, if a driver decides to adopt the correct method he perforce must brake before he reaches the corner and from then on he adjusts his speed through the bend with the throttle.

This makes cornering ever so much easier as a car takes more kindly to a change of direction with the engine pulling



than on the over-run. It also is infinitely safer, so much so that if the technique is followed sensibly a driver will never have an accident caused by centrifugal force on a corner.

Mr. Cusack was very caustic in his criticism of young hoodlums who race around Canberra corners with wheels skidding and tyres screaming.

Not only is this dangerous, and expensive of rubber, but it is about the slowest method of cornering known, the car going sideways rather than forwards. A quiet approach with, if necessary, a change down to a lower gear, is faster and is a sign of good driving; the other is not.

Alertness

One of the things I particularly liked about Mr. Cusack's talk was his emphasis on the importance of keeping a sharp look out for what could be described as unusual signs and portents.

We all have heard accident descriptions by people involved which show them to have been indubitably in the right - the other fellow was at fault. And I suppose we all have thought that sometimes a little more mental alertness on the part of the fellow who was in the right might still have saved an accident.

Mr. Cusack gave what I thought to be a classic case which involved himself.

Mounting the crest of a hill one night well on his correct side, he noticed headlight beams from the other side of the hill shining on overhead telegraph wires. However, he thought there was rather too much light to come from one car, so he held back.

Sure enough, some idiot was trying to pass another car on the other side of the hill, and over the crest came the two

of them side by side occupying almost the whole road width.

Had Mr. Cusack continued at unabated speed, there would have been a very nasty collision. He would have been in the right but he stood a good chance of also being dead with other people as well.

This I think, illustrates very well the importance of mental alertness at all times and the common sense to "read-signs".

Another good point Mr. Cusack made was the extreme unwisdom of tucking in in front of a loaded semi-trailer on a down hill run.

Many of the transport drivers let their vehicles run up to 60 m.p.h. downhill at which speed they have no hope of stopping within a reasonable distance. If that driver in front is faced with an obstruction he may be able to stop, but he will be unable to do anything about the thundering juggernaut behind him.

The terms "under-steer" and "over-steer" puzzle many motorists.

They are quite important and should be understood. Mr. Cusack described the ultimate effects thus. If a car has under-steer and it is taken into a corner too fast, the front wheels (if the speed is high enough) will break away and skid sideways. A front wheel skid incidentally, is about the most frightening thing there is, but to induce it, the speed would have to be very high.

With over-steer, the rear wheels will break away into a skid which is much more easily controlled.

In normal driving, the first is usually shown by an unwillingness to take the corner at all, a certain heaviness in the steering, the second is shown by extreme ease in cornering.

Mr. Cusack prefers oversteer himself, but opinions amongst experts differ. The main thing is to understand what is happening.

Many good touring cars, of course, have more or less neutral steering characteristics.

Mr. Cusack made it clear that he is not against speed on the highway used sensibly, but emphasised the need to develop skill and to be alert at all times.

He thought that highway driving required a high degree of skill and questioned the ability of many people, notable for their skill in traffic driving, to cope properly with the



unfamiliar problems of the open road."

Since the above article from 1964, cars have evolved many times over enhancing road handling and better designed to keep its occupants safer. Road design has improved greatly with dual carriageways and rest stops along the route and drivers are more educated than ever before about the effects of speeding, alcohol and drugs, fatigue and the use of mobile devices whilst driving. The only thing not to evolve a great deal is the attitude to driving and the respect given to a 1,000kg mass hurtling down a highway at 100-110km/h, or even that same mass on a residential street at 50-60km/h. This is shown by 2016 road toll statistics, which have seen 312 fatal crashes on our roads resulting in 335 deaths as at 8 November 2016. This is 33 more fatal crashes than 2015 with 34 more deaths for the same period last year.

According to police statistics, speeding remains the greatest cause of death and injuries on our roads, contributing to about 40 per cent of road fatalities. Statistics from speed-related crashes from 2008 to 2012 showed about 818 were killed and more than 4,100 people were injured each year.

Drink driving is a factor in about one in every five crashes in NSW where someone is killed. In 1980, before Random Breath Testing was introduced, 244 people were killed on NSW roads having an illegal Breath Alcohol Content whilst driving/riding. This figure dropped to 44 in 2012 having an illegal Breath Alcohol Content whilst driving/



DRIVER DIES ON BEXLEY ROAD

THE SUN-HERALD, SEPT. 15, 1968

A YOUNG Dutch migrant was killed in a spectacular collision between these two cars (pictured above) at Bexley yesterday morning. Another man was injured in the crash, in Stoney Creek Road. The dead man, Willem Boll, 23, of Emily Street, Hurstville, was driving the car on the left of the picture.

He and the driver of the other car, Thomas Brightman, 42, of Inverness Street, Penshurst, were thrown to the roadway. Brightman was admitted to St. George Hospital, Kogarah, and yesterday afternoon was reported to be in a satisfactory condition, with multiple fractures and injuries to the head and face.

riding. Since RBT was introduced in December 1982, fatal crashes involving alcohol have dropped from about 40 per cent of all fatalities to the 2012 level of 15 per cent. Of the drink drivers who were killed in the five-year period from 2008 to 2012, 89 per cent were men and 66 per cent were under the age of 40.

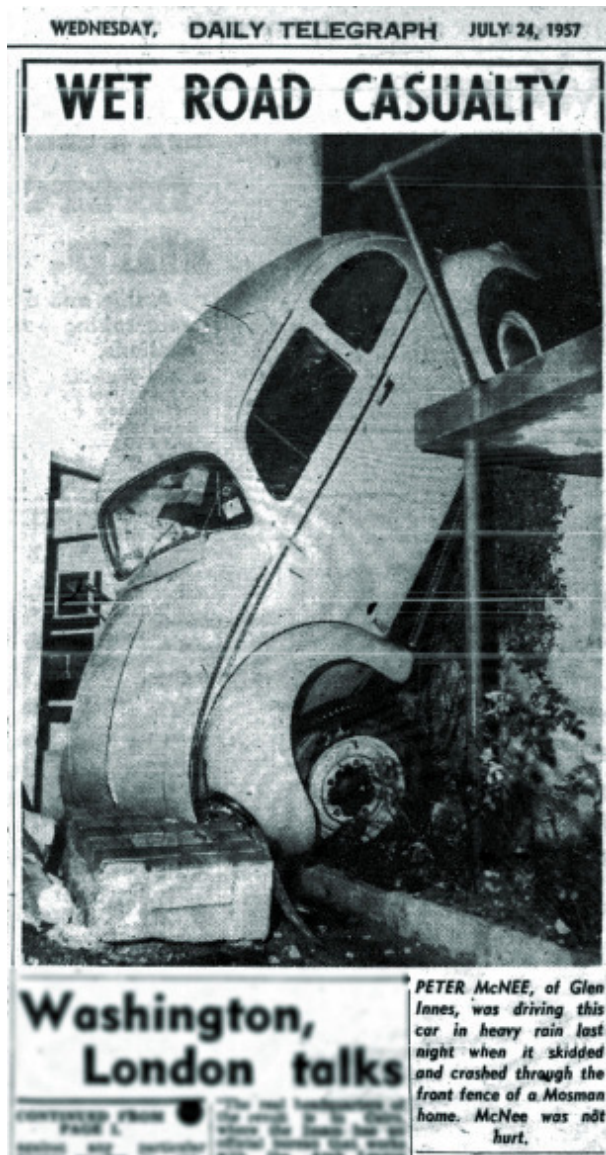
Fatigue is one of the big three killers on NSW roads, and fatigue-related crashes are twice as likely to be fatal as drivers who are asleep can't brake. In 2012 more people in NSW died in fatigue-related crashes than drink driving crashes. Being awake for about 17 hours has a similar effect on performance as a blood alcohol content (BAC) of 0.05.

Another problem on our roads are mobile phones. Crash data from 2010 to 2014 showed there were 236 crashes where hand-held mobile phone use by drivers was identified as a contributing factor. This included seven fatal crashes and 116 injury crashes. These crash numbers are considered to be under-reported because of the difficulty of finding evidence of illegal mobile phone use at crash scenes. This suggests the size of the problem could be much greater.

From July 2014 to June 2015, more than 35,300 fines were issued to drivers in NSW for using hand-held mobile phones, showing the problem is still prevalent. The main offenders are males and females aged 17-39 years with research showing that this age group have the highest rate of claimed use while driving, and the greatest involvement in crashes where hand-held mobile phone use is a factor.

This graph is one I created showing the rise and fall of road fatalities in NSW from 1908 to 2016. At the time of writing this article (9 November 2016), there have been 70,401 deaths on NSW roads for the 98 year period. That's the equivalent of Hurstville, Bankstown and Rockdale suburbs combined populations (Census 2011), being killed on our roads over that period.

Thankfully we have not seen the fatality level of 1,384 on NSW



roads since 1978 and the last time the road toll was above 1,000 was in 1988 at 1,037. Since that time, the road toll has been vigorously challenged by authorities and police, and we have seen the road toll dramatically reduced, with the numbers falling below 600 deaths in 2001, below 500 in 2006 and below 400 in 2011.

The only way to eliminate the road fatality toll apart from extra patrol cars on the roads, or more signs, or even increasing the fines and demerit points, begins with one person. The person behind the wheel, and being mentally alert of what's ahead, beside and even behind you and driving within your own abilities and not being an idiot by having alcohol/drugs in your system or on your mobile phone while driving.

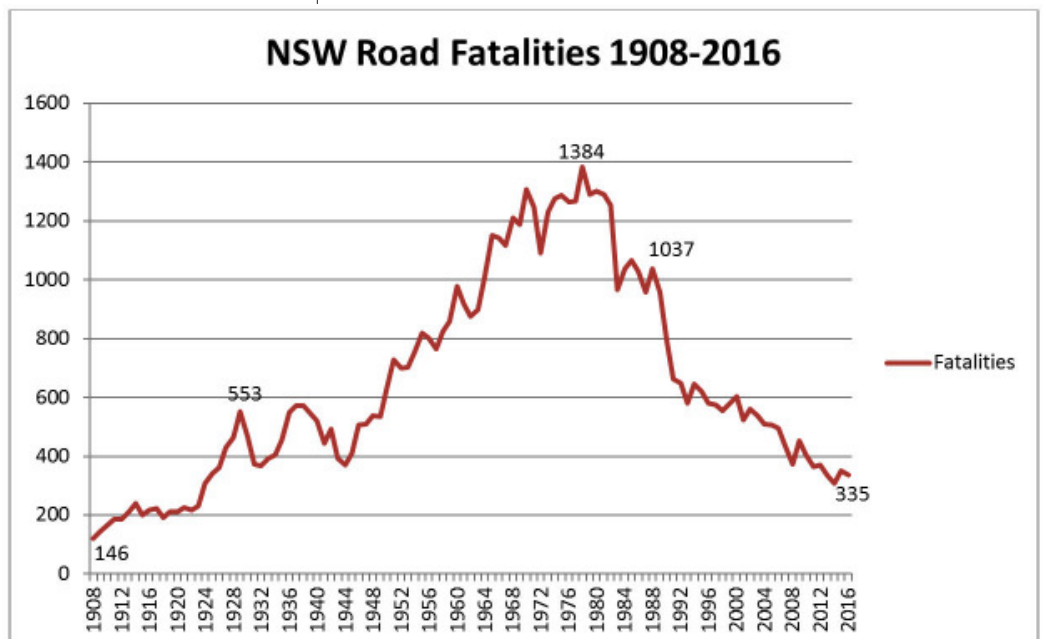
In a recent blitz by police targeting drink driving, Operation Drink Drive 2 started at 12.01am on Thursday 3 November 2016 and ran through until 11.59pm Saturday 5 November 2016. During the course of these three days, Police conducted over 110,000 random breath tests, charging 121 people with drink-driving offences. A total of 6,043 traffic infringements were issued with 3008 of those being for speeding offences.

Here's some of the offences drivers were issued infringement notices for during the blitz. You'll be left shaking

your head at some of the offences and excuses these drivers give for their stupidity:

Thursday 3rd November 2016

7.51am Speed of Toyota Corolla checked at 179 km/h in 110 zone, Hume Highway, Mundarlo (southbound).



Female driver stated she was in a rush to get from Sydney to Melbourne. Her licence was suspended for 6 months on the spot and the vehicles number plates seized for 3 months. Penalty notice for exceeding speed limit by more than 45 km/h (\$2350) issued. Driver left with responsibility of towing costs.

Friday 4 November 2016

About 1.30am, police stopped a Holden Commodore on Bourke Street, Brewarrina. The driver, a 47-year-old woman, exited the vehicle and walked towards officers. The woman was subjected to a roadside breath test, which allegedly returned a positive reading. She was arrested and taken to Brewarrina Police Station where she allegedly returned a reading of 0.151. Further checks revealed the woman has never held a NSW drivers licence and the vehicle was not registered. The woman was issued a Field Court Attendance Notice for high range PCA, never licensed person drive vehicle on road and use unregistered registrable Class A motor vehicle. She is due to appear at Brewarrina Local Court on Tuesday 20 December 2016.

About 9.10am, officers from Deniliquin Local Area Command stopped a Hyundai people mover on Harfleur Street, Deniliquin. Police spoke to the driver, a 29-year-old woman, and observed three of the six children, inside the vehicle - aged two, four and five - were allegedly unrestrained. The woman was issued with infringement notices for unrestrained child under age four, two for unrestrained child under age seven and not display P2 plates.

11.58am Gundagai HWP checked speed of a grey Honda Accord heading southbound on the Hume Highway at Mundarlo at 166 km/h. The vehicle was increasing its speed further before being stopped by police near the Snowy Mountains Highway turnoff. The male driver produced a P1 Provisional NSW drivers licence. No P plates were displayed on the vehicle. The driver was issued a penalty notice for exceeding his 90 km/h limit by more than 45 km/h (\$2350) and also for not displaying P Plates (\$253). His drivers licence was suspended for 6 months on the spot. He stated he was in a hurry to find a toilet!

Saturday 5 November 2016

About 9:30am, police were conducting RBT's on Barrenjoey Road, Avalon, when they observed a Hyundai iLoad stop short, and the driver attempted to walk away from his vehicle. Police stopped the driver, a 19-year-old man, who became aggressive towards police, assaulting an officer. The man was arrested and refused to submit to a random breath test. He was taken to Chatswood Police Station and subject to a random breath test, which allegedly returned a positive result of 0.133. The man was charged with a several offences including mid-range drink driving, refusing a roadside breath test and assaulting police. The man was given strict conditional bail to appear before Hornsby Local Court on 1 December 2016.

Male P2 driver detected at 165 km/h in a 100 zone, Pacific Hwy, Urunga at 12.55pm today. He had his female partner, a 6, 4 and 2 year old child in the vehicle with him. Issued infringement for exceed speed limit over 45, \$2350 and licence confiscated and suspended on the spot for 6 months.

About 2.25pm, officers from Macquarie Fields Traffic

and Highway Patrol Command were conducting stationary random breath testing on Campbelltown Road, Denham Court, when they stopped a Nissan Maxima sedan. The driver, a 25-year-old man, allegedly failed to produce a licence. Checks revealed he was disqualified from driving until May 2057. The man was arrested and taken to Macquarie Fields Police Station where he was charged with drive motor vehicle during disqualification period. He was refused bail to face Parramatta Bail Court today.

About 6pm, police were patrolling Northcote St, Wyong, when they observed a Ford utility doing burnouts and speeding with passengers in the tray of the ute. Police saw the ute allegedly doing a burnout for about 200 metres before almost hitting oncoming cars and pedestrians. Police stopped the Ford, and spoke with the driver, a 20-year-old man, who was subject to a road side breath test which returned a positive result. The man was arrested and taken to Wyong Police Station, where he was subject to a breath analysis, which allegedly returned a positive result of 0.063. He was charged with burnout offences, driving an unregistered motor vehicle and mid-range drink driving. He was given strict conditional bail to appear before Wyong Local Court on 28 November 2016.

About 9:55pm, police detected a Holden Commodore travelling on Rockley Road, Perthville, at an alleged speed of 101 km/h in a 50 zone. The driver, a 25-year-old was issued an infringement notice for exceeding the speed limit by more than 45 km/h and his licence was suspended on the spot.

As Greg Cusack said, "the importance of mental alertness at all times and the common sense to "read-signs" is what will allow people to make their destination in one piece and on time. The only time you will be late is when you never make it. It pays to be alert, not a statistic.

On that note, I wish you all a Merry and Safe Christmas and a Happy New year, and we hope to see you all again in 2017.

Norman Elias

The Sydney Morning Herald, Tues., July 28, 1954



West to East.

I bought my first car, a Beetle sedan 1300 circa 1968 in 2006. Red and white stripes with a smattering of rust, it was love at first sight. I didn't pass my test until I arrived in Australia and it was a perfect first car.

After a short tour around the south west taking in York, Bruce Rock, Hayden and Ravensthorpe it was deemed a 'goer.' It spluttered a little around the heat of Bruce rock but with the encouragement of friends - don't take your foot off the gas! - it remained mobile. What a machine!

I know little about cars and that knowledge whilst improved remains scant. I found out that Beetles did not come as a 1300 in 1968, so its true cc remains unclear - it varies between a 1300 and 1500 depending who I talk to. It's been serviced every six months and recently restored so looks super and that top speed of 100 km/h (on a good day!) only adds to its overall fabulousness. To me at least!

Faster vehicles do enjoy adhering themselves to my rear bumper. I intend to get a sticker advising to admire from afar. I was told once the reason for their interest was the feeling my car would 'shit itself'. If so, I pondered the sense of being right up behind me. I have had no sensible answer.

Up to now the only inkling of a breakdown scenario was a dodgy generator, not stopping for too long and replacing it was the best solution.

Recently I had thought of going over east and looked at pricing for my belongings, car included and whilst not scandalous, did seem silly, These cars are built to keep going; surely I could drive it over? 'Do it!' was the principle advice. 'I can't' whispered that doggone doubting voice.

I asked advice online which varied from helpful to silly. 'Don't travel at night' - yep; 'don't hit a wombat, it's like hitting a speedbump and it stinks' - cool; 'avoid hitting cockatoos' - okeedokey. The potted adventures of those who had travelled in old cars with the family, dogs and suitcases, all do-able. I am a Girl alone! I don't have a real dog and my cloth Dog is not very fierce! My phone will not have any



service! I'll be eaten by Dinosaurs! So a little CB radio was fitted, and there is accommodation and petrol stations all the way. I decided to do a left south of Port Augusta and go via Broken Hill and then head north-east to Lismore. Done...sorted, alright lets do it! ...er couple more days...just to er...make sure...

I left Albany on a perfect driving day, little bit cold, little bit wet, next stop Esperance 470 km. I hadn't slept well imagining vagabonds and ill doers and the howly wind blowing all night added to my trepidation. As it turned out I was blown down the road to Esperance and my machine performed well.

I drove into Jerramungup and a nice young mechanically-minded (on Sunday too!) young man did three circuits of the car, and stood back for a better look. "Beautiful," he said. "Yeh," responded my modest self! Off we tootled to have luncheon in Ravensthorpe and a couple of big smiles from passers by not to mention a heads up for increasing petrol prices.

The sky seemed to get bigger with every turn in the road and the cloud formations gave my imagination somewhere to play. I had to fiddle with my sound system, fancy that as it was it was having problems competing with the engine, I struggled through! I was given numerous chances to perfect the finger tilt, the index finger hovering above the steering wheel, the mobile g'day with a few waves thrown in!

The car performed well, sat somewhere between 70 and 80 km/h, very comfortable. I arrived in Esperance in good time and celebrated with cake and coffee, found a Gaff, had tea. Slept. Fantastic!

The next morning I checked oil levels, got petrol, and a brief natter which gave time for customary compliments about the car and set off, next stop Balladonia if only because it has such a romantic name and I fancy a short day and it's my birthday tomorrow and....

The road out of Esperance up to Norseman was quite busy and the day was a little grizzly but 'no worries.' The car was fine and my fellow travellers took it all in their stride, no rush. I had the CB radio on and the rustles and hisses were quite reassuring, I had hoped to hear some formed words but never mind. I passed a sign warning of stray animals but much preferred the amended one a little further on warning of straya animals! I think that was when I realised the importance of a camera! I didn't like the feel of the road, it felt dark and closed in.

Somewhere south of Norseman the signs of a bush fire were evident and the trees were skeletal and black spreading to the scrub. The small hamlets I passed through were very pretty, nice old buildings. I was passed by a few motorbikes, all of whom gave me a big wave. Stopped in Norseman for a sarnie and a cup of tea, chatted with a chap interested in the car, told him what I was to do, 'she be right'.

Leaving Norseman the road opened up a bit. I crested an incline and was treated to a panoramic view, nothing but countryside for miles, beautiful. Around the same time saw my first couple of pushbikes, gotta love em!

Got into Balladonia at 14:00, feet up, luvverly!

Balladonia is something of an icon for all travellers and one of the first telegraph posts in WA. Many a traveller has passed this way and some on nothing more than a horse and cart. There is a little museum chronicling the movements of folk over the years, from the first European landowners,

afghan camel traders and local aboriginal stories. Plus some info on how Skylab fell down on the town in 1979. Lovely it was too.

The next morning I added to the teaspoon of oil whilst a neighbour admired my car. Everyone it seems has had a Beetle and I heard a rumour there is a VW graveyard in the middle of Australia, but then I also hear there is a Nullarbor nymph.

I am excited about crossing the 'paddock' we are on the Nullarbor plain and I face a day of driving through quite a desolate area. I left in good time and before long was approaching 90 miles of no deviation in the road. I thought I had been driving in straight lines for years! Not like this! Wow, nothing not even a little wriggle. It was beautiful I felt as though I was in a snow globe, the horizon rose up in front of me and seemed to encase the car. I felt protected by the land, and at this time was more aware of country, this was a very special place. A kangaroo bounced across the road in front of me, no worries.

I had a brief 'wolf creek' moment that I suspect was the lack of traffic so when someone passed me going in the opposite direction, I was a bit surprised and sang loudly and badly in order to counteract my worries. The road moved on making way for the RFDS landing strip as we went. On we went and I stopped for morning tea at Caiguna, which also heralded the start of the golf course which I was aware of, had I had clubs in the car I would have had a nosey.



The land took me on to Madura which was very lovely, lush and green, and the long peninsula of the land acted as a forarm keeping me safe, I arrived at Eucla after a magical days drive, such beauty and spirit it will stay with me.

Eucla motel offered a brief glimpse of the sea and leaving the next morning, again I was quite excited, I reached the SA border and after a couple of twists in the road, Australia seemed to come to a full stop over to my right. Parking up I followed some fellow travellers to admire the view, Wow! What a view it was, lateral cliffs with turquoise waves crashing across their base, wild and wonderful, I had to tear myself away.

The car attracted more conversation and admiration, then off we went. The car continued to run well and I am able to read the needs of the engine better, it seemed comfortable at between 70 and 80 km/h. The road was busier but all



drivers respectful of my more sedate pace. After about 20 km my speedo, (which had been buzzing for some time) gave up and I stopped at the Nullarbor roadhouse (great place perched up on the hill) for food and to ring the RAC, whose advice was to go on to Ceduna and then get back to them. Whilst there a man approached asking if he could have a picture of the car for a south Australian tourist publication, of course I replied Gracefully! And we posed humbly in front of a big whale! Every cloud... The petrol gauge was also faulty so I planned to fill the tank after every 200 miles, as this was how the gauge was measured. The road to Ceduna was slightly busier yet no real rush was experienced. I stopped in Penong for petrol, and spoke to the RAC man next door who told me about a VW 'nut' who lived a little further on – great. "He's on holiday in Europe for 6 weeks though..." - Oh.

I arrived in Ceduna and opted for a couple of rest days. I had spoken to the RAC and he had advised me of a VW 'nut' in Port Augusta. I rang and he thought the cable had gone and he would be able to replace it. After a day spent looking around and visiting the local museum, which was a crazy place it was as if someone had had a garage sale of the last hundred years! It was wonderful.

The land was lovely as was the coast. I went to the 'oyster farm' and met a chap who had seen me 'racing' across the Nullarbor, I was surprised and not a little pleased 'very distinctive car' says he, I smiled!

The VW has surprised me more than I can say, not so much those I have spoken to en-route who have not batted an eyelid at the distance I have covered or my continued travel plans. All have looked wistfully sharing their own memories of Beetle ownership, and on the odd occasion the Kombi owners who can barely share their stories without coming across misty eyed! I can see the regret of parting with their vehicles, they all wish me luck and safety.

I left Ceduna early, stopping at Kimba for morning tea, chatting to a father and his daughter who tell me they have overtaken me on a number of occasions crossing the 'paddock.' I love this, it's the best part, the intrepid following their nose for 4,000 km, days past with a horse and cart must have been something to see! Not to mention the difficulties endured, Kimba roadhouse informs the travellers they are half way across Australia, gosh is that all!?



I got to the outskirts of Port Augusta early afternoon, passing an open mine and a sense of being in the middle of nowhere pervades, open land as far as the eye can see. I arrived at the mechanics and he adjusted the valves (because he could, I suspect); changed the speedo cable and mentioned something about an oil leak, didn't seem at all concerned. I have not used a lot, but certainly the longer I have been on the road the more I have used. Petrol consumption remains good and I have also put air in the tyres (only for the first time since leaving Albany!!) All good.

I was looking forward to the next pit stop, Broken Hill, for me an almost mystical destination. It has been calling me for months, so I am more than a little excited! About 20 km into my journey the next morning the speedo failed again?! Luckily my attention had been diverted by the change in the country as I climbed the short hill out of town toward Peterborough, I felt as though I was on the road between Ripon and Skipton in North Yorkshire, the sheep and the 'limestone stones' just added to the experience. I enjoyed the sensation. Peterborough for breakfast and petrol and off we went, very pretty town, lovely country.

Had my only coherent CB message, "go the V Dub" I returned the sentiment.

Arrived at Yunta roadhouse, and had a large bowl of apple pie and custard, never to be underestimated! I was fortunate to chat to a lorry driver who told me of all the animals he had killed enroute; nice, didn't put me off my apple pie! I passed a number of emus in small groups. They reminded me of ballet dancers trying to run in their elaborate tutus and back to front feet! The land meanders through the Yorkshire in my heart and I got more excited, Broken Hill imminent. I arrived early afternoon and settled myself, and started investigating.

Great town, love at first sight! Drove out to Silverton, via the North Yorkshire moors!! How weird yet wonderful. Goats decorate the roadside and thankfully stay there. I had to visit the Mad Max museum, great spot for it, I was greeted by the owners, both of which hail from West Yorkshire! I need a lie down! The museum is great a real testimony to the icon that is Max. I returned to town and made a plan to leave the

next morning, after a few more attractions caught my eye. The Titanic memorial, not to the boat, the band! How lovely.

Very reluctantly left the next morning, first stop Wilcannia, not a welcoming place and whilst wanting to check the Chinese restaurant at the Golf Club, carried on as today may be a long one. Stopped at Emmdale roadhouse for bacon and eggs, arrived Cobar late afternoon. The VW continues to run well, and I remain an object of fun and delight to my fellow drivers! The road trains give me a wave as I always get out of their way! The Great White Shark of the motoring world!

Cobar was comfortable but fleeting as I left first thing for Bourke. There was an unsealed road up from Wilcannia; I wasn't game for that though. The roads are starting to get a little busier. I arrived in Bourke just in time for scones and tea, a town with a number of reputations. I liked it.

Onwards ever onwards, I was starting to feel as though my journey was starting to conclude. My next stop was Lightning Ridge, a town I lived and worked in some years ago, loved it. I arrived safely, the road over was quiet, very quiet, creepier than the Nullarbor by far. Serious Land, Sad land?

Got to the Ridge at teatime and wandered down to the Bowlo for fuel and met up with old friends... good times. I spoke to a local mechanic who gave a name in Lismore for the car. I dropped into the Aboriginal Gallery and had a nice chat about my findings about country and found that my experiences were reflected, what a nice man, I hadn't been sure what I meant, he knew!

I stayed another night and then made for Inverell. I made good time, the car was fine and I stopped for a meal in Moree and found myself in a far more densely populated area. I wanted to turn around and go back the way I had come! However, I had a journey to finish. Spent the night in Inverell, oiled and fueled up I set off for Glen Innes, and the start of the hills, BIG hills, not a happy Beetle!

Had breakfast and arrived in Tenterfield to note that I had left my petrol cap somewhere! I obtained a generic one



and off I went. The hills continued all day pretty much and I awarded the car a Platinum Medal for getting over them! The traffic and impatience increased and I was glad to find myself in the smiling, lush (flat!) countryside of Northern NSW. Lismore looked like a fairytale kingdom waiting for me. Another adventure, Goody!



What a wonderful experience. I shouted, sang and cried over the distance and would do it again in a heartbeat, that it had the Olympics as a backdrop, seemed appropriate. I find myself back with town traffic and constant gear changes, and will stay until the cooler months. What a big beautiful country and one I suspect I will continue to travel through, I was marginally disappointed not to have come across either a Dinosaur or a Nymph...next time!

The car was magical and did as it was supposed to, 4,000 ks' in a 48 year old car, 1300 cc, confirmed in PA! Around every corner I expected mishap, none eventuated. 'She be right' I was told and she was.

Mair Pugh



From our website 12.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted back in 2014. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly Bob, Raymond, Norm or Phil. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



13/6/14 I have a 1998 Golf and I need a new inside drivers plastic door handle. VW no longer supply. Do you know another supplier/importer of non genuine parts?, the material door time has gone. Do you know of a company that supplies material for this. Thank you in anticipation for any ideas.
Colin

19/6/14 Hello, I am currently working at an aged care facility in Castle Hill. One of the clients completed his apprenticeship through VW and loves the cars. I was wondering if there was someone from VW club who might be interested in volunteering to meet with him and talk cars and obviously VW? Many thanks for your consideration of this enquiry. Renee

3/7/14 Interested in purchasing a 1972 1600cc super bug in fair condition mechanicals unseen. What would be a reasonable price to pay for a private sale?. Any advice will be greatly appreciated. Thanks Matthew

11/7/14 I need to join a club to register my 1969 Beetle
Mick

15/7/14 Hi I'm emigrating to Australia this year and I would like to import my 1970 VW Beetle that I have owned for 17 years, I am very attached to my car having restored it 3 years ago. I will be importing the car using the personal import option. The car has been lowered, has empi alloys and has a blade bumper on the rear and no front bumper (original bumpers were the euro bumper style) front brakes have been upgraded to discs from drums these are the only modifications made to my car. Will the car be lowered and having no front bumper cause me any problems when the car arrives in Australia when its inspected as these are modifications to the standard car? Any help and advice would be much appreciated I can send pictures of my car if you need them

and look forward to joining your club once I arrive in Australia. thanks Brendan

22/7/14 I will be visiting your wonderful country next week. I will be travelling all over the place from Sydney to Darwin to Alice Springs to Melbourne to places in between. I am looking for any VW clubs that I might be able to visit while I'm in town. Where are you guys located and do you know of any other clubs that I might be able to contact. Thanks and I hope I can meet up with someone some how. Oh, I would a 1972 Super beetle. Danny

22/7/14 Hi, I'm looking for parts for a Brazilian VWs, there are a lot here in Aruba but very little supply of parts. mostly what we need is the fuel pump and lower arms, one of them the vin being 9bwjb09a63p027988 Benoit

4/8/14 Hello, I am from Canada and I am wondering where can I find Beetle gauges in km/h? Everyone keeps saying Australia but Australia is a big place and I was hoping you could point me in the right direction. Thank you. Matt

4/8/14 Dear Sir, I wish to advise your club that a 1971 model Volkswagen beetle is to be auctioned in the clearing sale of the rural property Glencoe, Gibsons way, Quambone, N.S.W, on the 9th of August, starting at 10 am. Quambone is a day's drive from Sydney or Camden but I hope it will be worthwhile for someone in your club to go the distance to get that Volkswagen. To find out more about that car and for directions to get there, phone the selling agent. Please likewise read out this letter and put it in your next newsletter or magazine. Many thanks John

9/8/14 I have a 1967 beetle Australasia built. needing resto. I was wondering if someone could help to identify the car with the numbers I have. thank you !! Alison

19/8/14 Info on kalita beach buggy ie rego info Kevin

21/8/14 I have recently purchased a 2014 VW Beetle Sport. I was interested in possibly joining the VW club community and just wanted a little more information on events in Sydney. I live in the South of Sydney near Hurstville. I look forward to hearing from you. Kind Regards Racheal

23/8/14 trying to get spare parts for a friend's New Beetle, have VIN and have used table, but can't tell if its GL/S/X. How can I find this out? Tony

28/8/14 Just chasing a place that would have second hand 2.5l petrol engine for 2003 caravel? Any info is greatly appreciated. Jake

1/9/14 Hi. I reside in Nowra NSW (Shoalhaven) I own a 67 Beetle a recent purchase. Is there a VW Club in my area as I am interested to join same. Thanks. Kind Regards Steve.

4/9/14 I want to replace the generator/regulator on my 1965 beetle. What, if any, issues am I going to have: wiring? fan/shroud? carby interference. I have looked on the internet and have found conflicting ideas etc. Your advice would be appreciated. Kind regards Graham

4/9/14 Sorry. Please refer to previous submission. I forgot to add that my generator is 30 amp and I propose to install a 75 amp alternator.

5/9/14 I have seen a 1954 beetle at Classic Throttle Shop it is in great condition but is it worth 47,500 dollars? Don

11/9/14 Would love to upgrade the suspension and chassis on my 1970 VW Beetle Gary

12/9/14 G'day. Shooting a music video at the end of the month and am looking for two VW vehicles for it. Look forward to hearing from you. Cheers Andrew

12/9/14 Can any one tell me is it possible to get power steering fitted to an 84 C3, how much and where near Balmain. Cheers, Neil

16/9/14 Can't find any details about the cruise in Canberra on Saturday?? Steven

17/9/14 Can you please provide further details regarding the Saturday cruise such as meeting place and time if all are welcome? Cheers Peter

21/9/14 I have a spare windscreen never used and in good order and the rubber mount for the original VW Golf. (My son had one some years ago). I would be happy to give it to anyone who wants it rather than just throw it away on the tip. If anyone does want it could they contact me on the above phone or email address. Parry

21/9/14 Looking for VW Type 3 fast back. Do not want one for restoration. Gary

21/9/14 Is a 1973 T2 Kombi, sliding door BOTH sides, below average condition worth restoring. Regards Terry

23/9/14 Hi, I sell white cabrio WV 71 and yellow cabrio WV 73. Registered in Italy. Regard Carotenuto

2/10/14 Hi .I have a 1959 VW and am chasing a good second VW emblem that goes on the bonnet up near the windscreen , does any one in your club have one to sell or can some one point me in the right direction to getting one , if you would like a photo of the car or need photos to see where it goes please email me .Any help would be very great full .Cheers :) Graeme

5/10/14 HelloI am in the market to buy a VW Golf VII. I was wondering if you could send me a contact phone/email in Canberra that I could discuss VW's with. With grateful thanks. Bette

6/10/14 Looking at starting the restoration of my 1960 Beetle and wanting any thing that will help me with that like stands or rotisserie and any advice from someone who has completed a similar project Im on the Central Coast but happy to travel for any thing helpful. Thanks Warren

6/10/14 Please I can't locate the engine number of my Sharan 1998 model Ibrahim

14/10/14 I am urgently looking for a steering box for RHD VW T2. Its LHD version has part number: 211415049H Could somebody help me to buy a new or used version for my RHD T2 restauration Project. Thanks & regards Hans

17/10.14 Im looking for a 63 solid roof us beetle headliner its a vw18headliner theres plenty overseas but for some reason I can't purchase one, hopping someone can help me Kerry

19/10/14 I would like to become a member of the VW Club in Canberra Ashley

2/11/14 could you let me know if there is a toowoomba branch if so could you send me there phone number and email address David

3/11/14 How do I go about joining the club I have a 1971 type 3 notch back on H plates I live in Armidale N.S.W. How much per year Do you have northern county events Gary

4/11/14 I have a 1972 Superbug that I am reluctantly looking at getting valued for possible sale and wondered if you may be able to help me in the interim. Any assistance would be greatly appreciated. Luke

5/11/14 I'd like to place ad in your for sales. -1966 Beetle 12 months rego. KG1961 number plate suit Karmann Ghia enthusiast. One owner last 30 years. Completely rebuilt some years ago by Menster Motors. Body very straight but needs respray. 1640cc 12 volt, starts on first turn of the key. Country buggy front end bracing. Always ready to go and goes very well ! Reasonable offers considered, PS- my club membership has lapsed, I've noticed no Zeitschrift in my letter box for some time. Bill

8/11/14 My daughter has a 1975 Superbug, brakes went and a squishing sound was happening under gearstick, cant move car and she doesn't know how much it would cost to get a mechanic out, she lives on Gold Coast. Must be brake lines have hole? Can anyone enlighten as to what is involved, sorry two women her who love vw's but have no one to help. Thankyou. Pauline

8/11/14 Dear Sir, Dear Madame, My name is Irit and I came across your club website. I am planing on buying a vintage beetle and would like to ask if you have members who are selling their car? Or do you have annual events where I could come by and maybe talk to some members - to get some first hand infos on their experience with owning vintage Beetles. Thank you for your help and look forward hearing back from you. With Kind regards, Irit

17/11/14 Hi I have several 1950's 60's and 70's original advertisements which I sell through E-Bay and to collectors. I was wondering if any of your members would like to know about my collection of which I have attached a link to the Christmas VW of 1964. I look forward to hearing from you. Cheers Dixie



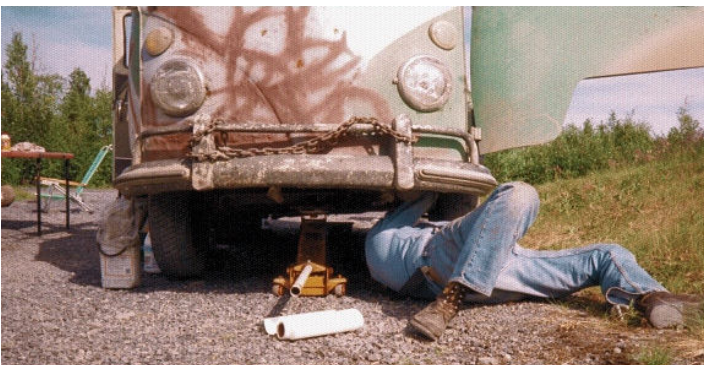
On Writing.

I've been writing since I was about fourteen. I'm not too sure why other than things seemed to have more permanence if I wrote them down. Each day the sun will rise and set but the day is not mine unless I make note of its passing. The writing grows from that simple root, in that while every day begins with the dawn no two days dawning are ever identical. To emphasize the obvious, I'm talking about the fact that on some days the sun is obscured by clouds or rain or being too lazy to make note of it. Or the day promises heat or the still expectancy of something about to happen. It is that expectation rather than the day itself that prompts me to write.

There are a million differences in the day. Just as no two people are alike, so too are the differences in each day. Frankly, I've a hunch most people don't see the differences. Life for them must be a tale of dull repetition. For me, it's waiting for the other shoe to drop.

Most of my writing has been of a technical nature, an effort to explain the obscure in friendlier terms. Which works well enough for things that are fixed and will not change from one person to another, such as replacing a washer in a bathroom tap and sending the insidious drip-dripping to hell. But try to apply those writing skills to something as obtuse as human emotion and you'll quickly learn why there are writers... and then there are writers, which begs the question: Which one are you? It's possible that you have the rare spark of genius that is the foundation of every writer that is any good at all.

Anyone capable of communicating via the written word is a writer in the broadest definition of the term. Indeed, think about it for a minute and you will see that literally everything around you, from the slogan on the side of beer truck to: 'He is my friend, faithful and just to me;' is the



product of a writer although clearly now we see some are better than others.

Within a fairly narrow range, writing may be learned, so long as we restrict that definition to grammar, spelling and the like. Which means you may have that spark of genius, smoldering beneath the ashes like coals in a stove. I think everyone should brush away those ashes, to see if they can coax fire from those coals. Because if you can, you owe it to those who can't.

Everyone who has ever written anything at all eventually tries their hand at real writing, such as a novel, stage play or movie script. That's when you discover it might be wise to stick to washers, fixing taps and explaining why you must loosen the lug-nuts before jacking up the wheel.

"You should write a book!" (Heard not once but many times.) The truth is, I already have — and several times over. But the chore isn't the writing of a book, which isn't all that difficult. The secret is in selling what you've written. For without the incentive of good, old fashioned money there isn't any reason to spend the endless hours to find the perfect word needed to convey the image of the sun sliding slowly out of sight behind Catalina.

So thank you. Knowing you've found something of worth in what I've written is warmly appreciated.

Bob Hoover (1939-2010)

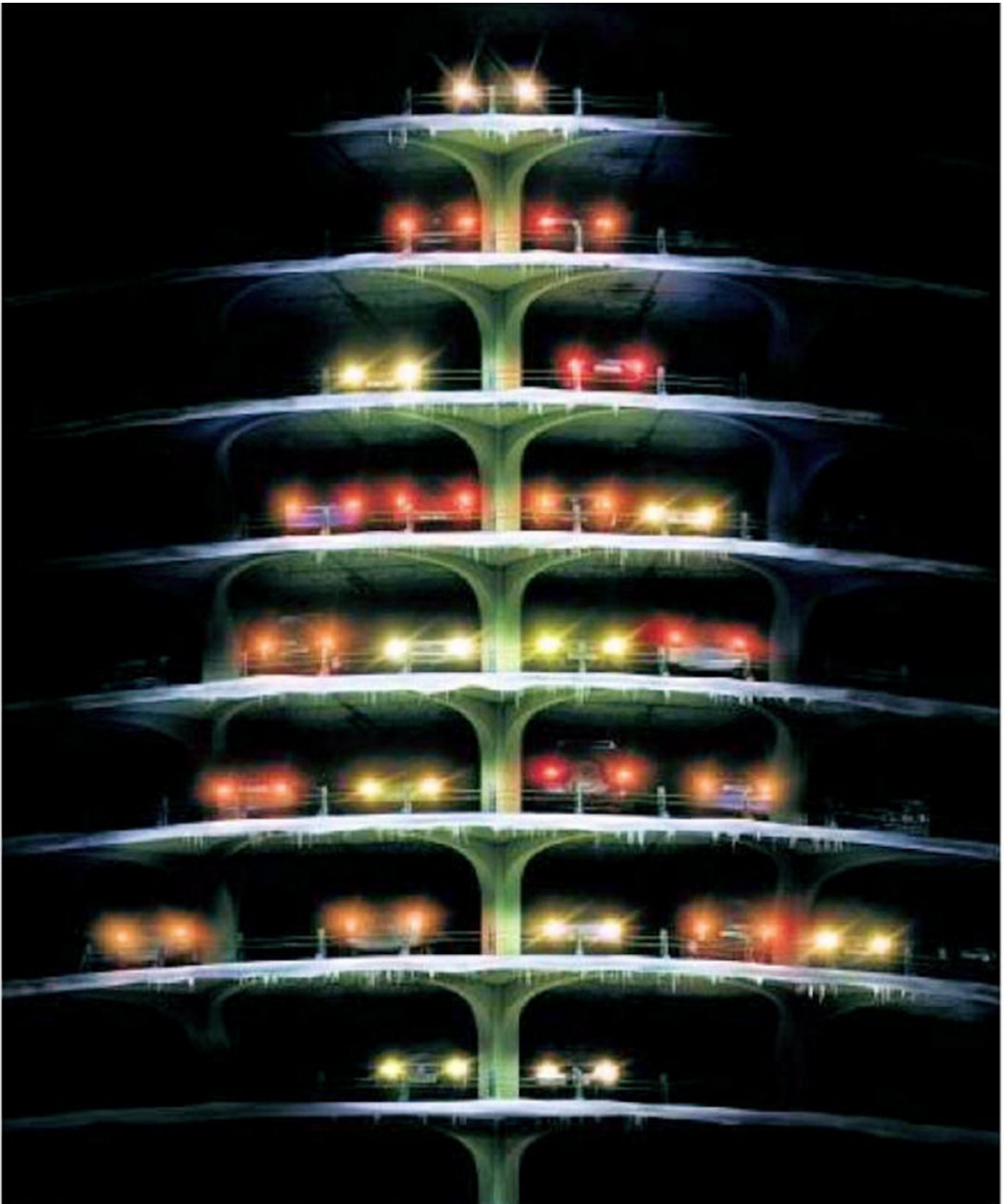


Sunday, August 15, 2010

It is my sad duty to tell all of you who read Bob's blog that Bob passed away from cancer this past Friday, August 13 2010. How much he will be missed is incalculable. Thank you all for all the support you have given him. I'm his wife. He was a great man.

June Carol Yates

Note – this was the last article Bob Hoover wrote before he died. We've been bringing you his articles every month for the last seven years; although previous editor Steve also published his earlier 12-part series 'TULZ' ('tools') in pre-digital 2002-04. These have been digitised and might be published again in future. In the meantime, this is the last Bob Hoover article. We thank Bob for his wisdom and advice in helping us understand our VWs better.



Fröhliche Weihnachten!



Das Auto.

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VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
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