

# Zeitschrift



A tribute to Carlos Bonini.

## November 2017

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Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

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

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



# Club VeeDub Sydney Committee 2017-18.

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<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953

## VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

## General Committee:

Shirley Pleydon	Charlie Attard
Zelko Jurkovic	Leanne Woods
Conie Heliotis	

## Canberra Committee.

<b>Chair:</b>	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
<b>Vice-Chair:</b>	Bruce Walker vwevents@dodo.com.au
<b>Secretary:</b>	Mandy Conway vicechair@canberra.clubvw.org.au
<b>Registrar:</b>	Iven Laufer (02) 6254 1142
<b>Merchandise:</b>	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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

### 30 VW Nationals.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volkswagen Autos Pty Ltd
Klaack Motors	

### 25 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
North Rocky & Import Parts	Wolfsburg Motors St Peters

### 20 years and over.

Indian Automotive	Reliable Automotive Services
Mick Motors	Wayne Penrose VW Engineering

### 15 years and over.

Evolution Car Hire	NRMA Insurance
Harding VW Performance	Unicap Pty Ltd
Mobile Model Cars	

### 10 years and over.

All Metal Bumpers	Euro Automotive
Artemi's T-Shirts	Rod Penrose Racing
Antique Tyres	VW Classic Kirrawee
Black Needle Auto Upholstry	VW Magazine Australia
BWA Auto	Westside Mufflers
Camden GTI Performance	Wolfsburg Auto Melbourne

### 5 years and over.

Custom T-Shirts	MacKellar Service Centre
Expert Signs	Mountain Mechanics
Exoticars Service Centre	Quik Strip Bankstown
Just Kampers	Volkscare Melbourne
Motexion	Volkshome Automotive

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



**THE VINTAGE SPRINTCAR ASSOCIATION'S  
ANNUAL SHOW & SHINE + SWAP MEETING  
IS ON AT THE GERMAN CLUB @ NORTHCLIFF DRIVE  
KEMBLA GRANGE ON THE 12<sup>TH</sup> NOVEMBER**

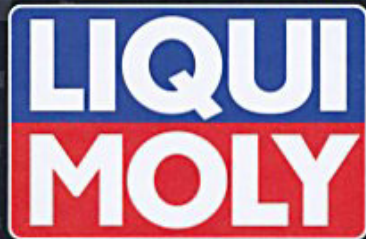


**TRADE STANDS, RIDES FOR THE KIDS, BBQ & DRINKS, MUSIC BY DJ "FOTHERS", RAFLES,  
All proceeds go to the Illawarra roller hawks wheel chair basket ball team. Gates open at 7.00am.**

**Gold coin admission**



# THIS YEAR ALL BLACK SMOKE LEADS TO THE DAY OF THE VOLKSWAGEN MELBOURNE



PRESENTS THE VOLKSWAGEN CLUB OF VICTORIA

40 YEARS OF THE VOLKSWAGEN



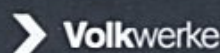
# DIESEL

DAY OF THE VOLKSWAGEN

YARRA GLEN RACECOURSE  
SUNDAY 19TH NOVEMBER 2017



SHOW'N'SHINE SWAP MEET TRADE DISPLAYS



YARRA GLEN RACECOURSE ARMSTRONG GROVE YARRA GLEN (MEL. REF. 275 C1).  
PUBLIC ENTRY 9AM. TRADE DISPLAY AND SWAP SITE ENTRY 8AM. SHOW AND SHINE ENTRIES CLOSE 11AM SHARP.  
IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.



*In conjunction with Kiama Makers and Growers Market.*

**All VW's Welcome.**

**Vehicle access from 8AM**

**Markets and Show from 10AM-3PM.**

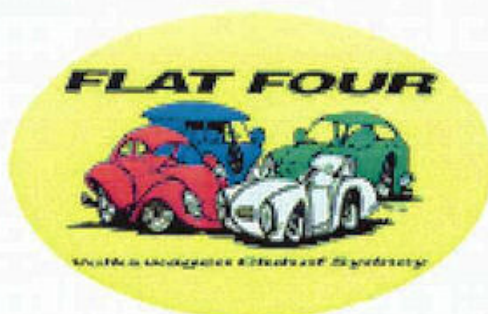
**Entry Fee: \$10 per car.**

Trophies for market organiser's choice and Flat4 car of the day.

Roll out your rides and cruise on down to Kiama.

Be part of the show, enjoy the markets and the beautiful south coast.

Enquiries: Rod Ph 0416173859



# It's on again! **Boris' VW Picnic Day & Swap Meet 2017**

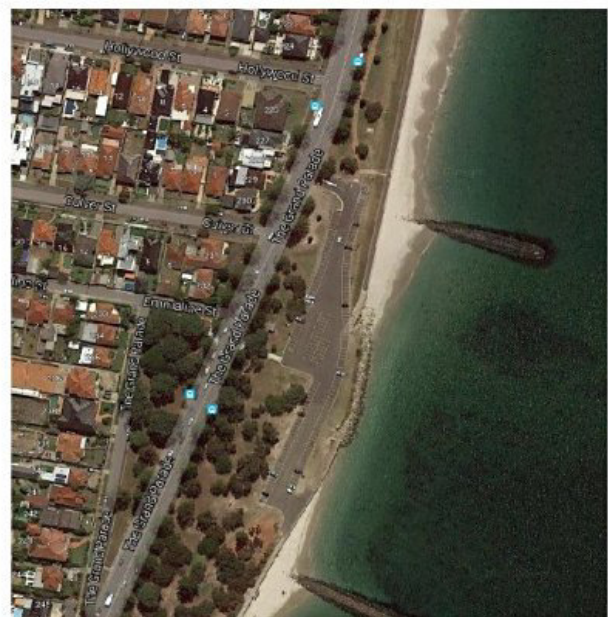
**\*\*\* SAME GREAT VENUE \*\*\***

**When: From 9:00am Sunday 26th November 2017**

**Where: Ramsgate Beach carpark, right beside Botany Bay.**

**Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.**

- **Come rain or shine! Toilets on site.**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Car boot sale - clean out your garage!**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**



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 12<sup>th</sup> Annual VW Watercooled Summer Cruise 2018

### ***Sunday the 21st 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**

# AUSTRALIA DAY

— IN PARRAMATTA —

## CARNIVALE



10.30am-5pm

The iconic Carnivale classic car display is sure to delight car lovers, motoring enthusiasts and families alike.



- First held in 1986, CARnivale is one of the longest running events in Sydney's Australia Day celebrations
- Hosted in the former Parramatta Park racing circuit
- See vintage race cars that raced at Parramatta Park in the 1950s
- Visit the dedicated members marquee where you can learn about vehicle history, restorations and engineering from car club members
- Memorabilia stalls

**PARRAMATTA**  
WE'RE CELEBRATING IN AUSTRALIA'S NEXT GREAT CITY

#ausdayparra





## Von dem Herrn Präsident.

Hi all, there have been plenty of events to attend over last few months as the springtime usually brings out the good weather.

The Oktoberfest at Penrith Golf Club made our club members very welcome and gave the VWs prime parking position. The classic car show at the Catalina Festival at Rathmines was very popular, with club members from Sydney and Newcastle enjoying the day.

Thank you to Kylie for promoting our club at the Penrith Volkswagen dealership this month. She had her Beetle, Kombi and Type 3 on display in the showroom. The dealership was very grateful and is now offering a \$750 discount on new VWs for all club members who show their membership card.

November is also a busy month. We have been invited to show our Volkswagens at the Kembla Grange German Club show n shine this Sunday 12th November. VW owners have also been invited to the Old Skool car show at Arcadia Public School, on Sat 18th November, from 8am. Entry is \$5/car, free for observers. There are markets as well. It's great that all these community car shows are specifically inviting our Volkswagen club members along, as they do appreciate our cars and know that the public enjoy seeing them.

The Day of the Volkswagen in Melbourne is on the 19th, and then we have a VW packed weekend the week after.

Our friends at Flat Four VW Club have invited us to their show n shine at Kiama on Saturday 25th. Cars arrive from 8am, with the local markets and show from 10 to 3. There will be trophies to win. We'll have a VW convoy from Uncle Leo's Caltex at Liverpool Crossroads – meet from 7am for a 7:30am departure.

Then Boris' Picnic Day is on again on Sunday 26th November, at Ramsgate Beach. Yes, it's the same new location as last year. Entry from 9am, \$5 entry or \$10 for swappers – clean out your garage and sell your old unwanted VW bits at the car boot sale. The club shop and sausage sizzle will be happening. This is always a fantastic day, so check out the flyer and we'll see you there.

In December our monthly meeting will double as the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 21st. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so to qualify for free drink coupons. It will be our only event in December, so come along to celebrate the end of another fun VW year.

In the new year Craig Adams has again stepped up to organise the VW Summer Cruise. As usual we will be starting the cruise from Uncle Leo's to Stanwell Park, and we will again have the Club marquee and BBQ set up at the beach. See the flyer. It's a great day, so don't miss it.

VW owners have also been invited to show their VWs at the Australia Day CarNivale, which is now held at Parramatta Park on Australia Day, Friday 26 January. You must book in with Parramatta Council to show your car – the link is <https://www.australiaday.com.au/get-involved/registration/>

Be quick, the close-off date is this Friday 17 November.

In this issue we have a tribute to club member Carlos

Bonini, who sadly passed away in July, written by his daughter Ihara. Carlos was a keen club member and had a number of beautiful VWs, including a Beetle and an immaculate red Golf 3. Thank you Ihara for sharing your family memories with us.

If you have any ideas for other VW events we can run next year, please come along to a meeting and let us know.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Greetings from Canberra,

October was a bit quieter than the previous month for Canberra Club VeeDub members. With the German Auto Display (GAD) still fresh in our minds, we didn't attend many events as a club to give everyone a chance to focus on other priorities.

The annual Home and Leisure Show was held 27 – 29 Oct, where many caravan manufacturers, adventure tour operators and outdoor lifestyle businesses come to promote and display their businesses. Club VeeDub had a small stand set up for this year's show, thanks to club member Dave Cook of Cookies Cycles, who was displaying his business at the show. Dave took two of his cars, the club gazebo and banner and set up a club display next to his bike, scooter and skateboard shop display. A number of show goers admired the cars and took pamphlets for the club. Hopefully a few new members for the club will result.

October 29th also saw a club run out to Bredbo Pub for lunch. Fantastic weather and a great venue ensured a great time was had by all those who attended. A report on the lunch run is included later in this edition of Zeitschrift.

November is a great time for car enthusiasts here in the nation's capital, with many events to choose from:

12 Nov is the annual Marques in the Park - one of Canberra's biggest all marques car shows – held at John Knight Park in Belconnen. Club VeeDub will have a site at this show and we invite all members and VW enthusiasts to join us for this great car show (look for the club banner);

19 Nov is the Rockabilly Roundup at The Old Canberra Inn;  
20 Nov is the Shannon's South Coast Nationals at Moruya High School;

25 Nov is the Shoreline Shakedown at Kiama hosted by Flat Four VW Club; and

25-26 Nov is the Queanbeyan Swap meet – this one is huge and held in conjunction with the All American car show on Saturday and the Big 3 car show (Holden, Ford and Chrysler) on Sunday.

Please remember our Chapter's monthly meeting – last Monday of the month at the Harmonie German Club in Narrabundah. Everyone's welcome.

Also, if you haven't joined yet, please check out the "Club VeeDub Canberra Chapter" Facebook page. Upcoming events, reminders for the meetings and photo's of club

members cars are often posted on here.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us. [vwevents@dodo.com.au](mailto:vwevents@dodo.com.au)

Cheers for now,

Willie.



## Klub Kalender.

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

### November.

**Sunday 12th:- Charity Car and Bike Show and Swapmeet** at the AGA German Club, 636a Northcliffe Drive, Kembla Grange. Organised by the Vintage Sprint Car Association of Australia. All Volkswagens are invited! From 9:30am to 3:30pm. Food and drink, kids rides and music all day. All proceeds to charity. Contact Dick Preun on 0408 566686 for more info.

**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:- Melbourne Day of the Volkswagen**, at Yarra Glen Racecourse, Melbourne. Show n Shine, trade displays, swap meet and more. Public entry at 9am, show entries close 11am. This year is celebrating the Golf Diesel. For more info, visit [www.vwclub.com.au](http://www.vwclub.com.au)

**Saturday 25th:- Shoreline Shakedown VW Show n Shine run**, organised by Flat Four VW Club. At the Black Beach Reserve, Shoalhaven St Kiama, from 8am. \$10 entry per car. Enjoy the local Kiama Makers and Growers Markets from 10am; Kiama main street, shops and blowhole close by. Trophies for market's choice and Flat 4 Car of the Day. **Join the VW convoy from Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 7:00am for a 7:30am departure.**

**Sunday 26th:- Boris' Picnic Day 2017.** Yes it's on again! At Ramsgate Beach carpark. Head south on the Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right going the other way. Display your VW, car boot sale to sell/swap VW parts, Club VW stand, BBQ sausage sizzle and refreshments. Shine up your V, old or new, and enjoy a day by Botany Bay! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

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

### December.

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

**Thursday 14th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 21st:- 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. All presents will be raffled; everyone wins a prize. Warm nibbles, snacks and drinks provided. 8:00pm start.

### January 2018.

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

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

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

**Sunday 21st:- VW Watercooled Summer Cruise 2018.** 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 for photos 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.

**Friday 26th:- Australia Day CARnivale** at Parramatta Park. Celebrate Australia's birthday in 2018 with a day-long program of festivities. Hot air balloons, BBQ festival, family zone with kids' activities, rides workshops and concerts; Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale at 9pm. Huge vintage and classic car show with new elements this year. Pre-booking essential, up until 17 November only. Register on-line at [www.australiaday.com.au/get-involved/registration/](http://www.australiaday.com.au/get-involved/registration/)

**Monday 29th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### February.

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

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

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

**Monday 26th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## March.

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

**Saturday 3rd: Thirlmere Steamfest 2018 Enthusiast Car show.** The Steamfest is now held over two days – the Saturday is for those who would like to show their prize possession. There will be an entrant fee of approx \$10 per car. There will be prizes awarded for various categories.

**Sunday 4th: Thirlmere Festival of Steam 2018** at Thirlmere. Sunday's event will be similar to previous years with railway festivities, steam train rides, Trainfest museum, model railways, street festival, market stalls, a car display and street parade taking place. This year there will be an entrant fee of approx \$10 per display car. There will be prizes awarded on the day. A reduction fee will be charged for cars participating on both days. Contact Garry Tierney on 0422 004275 for further info. **The Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads at 7:15am for a 7:30am departure.** We have to arrive by 9:00am.

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

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

**Monday 26th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## May.

**Saturday 26th:- VW Nationals Supersprint** at Sydney Motorsport park, Eastern Creek. We're back at this famous Sydney track, on the south 'Aamaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418

442953 for information on licencing, registration and entry.

**Sunday 27th:- VW Nationals 2018** at Fairfield Showgrounds, Sydney. It's Australia's biggest VW show, with 44 peer-judged categories, 2 concours categories (stock and modified) and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

## Marktplatz.

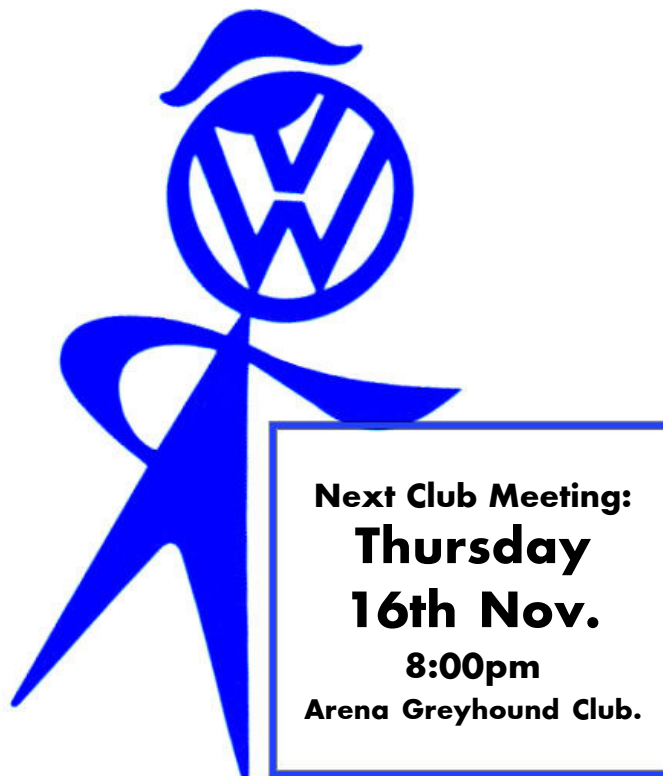
*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

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

*Photos can be included 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:- 1963 VW Beetle.** We purchased our beloved 1963 bug about 6 years ago and have used her as our daily driver up until now. Always serviced by experienced VW mechanic - all receipts kept. Plenty of money spent on extras and upgrades over the years. 1200cc engine. Many 12v components. Brand new tyres (purchased in July). Interior very good for her age - carpets and roof lining all have been replaced. Minimal rust - only small bubbles starting to appear on bonnet and in roof lining on driver side. July 2018



registration. In pretty good condition for a 54 year old car. Grabs a lot of attention on the road. \$10,000 ono. Contact James Marks on 0422 520110 or email [james.marks@ap.jll.com](mailto:james.marks@ap.jll.com)

**For Sale:-** Great avocado green German made **VW Thing 181** Safari for sale. Asking price \$22,000. I will trade it for a T3 camper with cash. Contact Craig Freier on 0466 180038 or email [craigfreier65@hotmail.com](mailto:craigfreier65@hotmail.com)

**For Sale:-** I have recently posted the below ad for a **1984 Caravelle**. I hope the next owner is someone who will appreciate and enjoy the vintage VW qualities of the car and look after it so am keen to have the ad circulated to your group. The ad is as per below:

<https://www.carsales.com.au/private/details/Volkswagen-Caravelle-1984/SSE-AD-4975655/?Cr=10>

If you have any questions please let me know. Best regards, Alex Houseman

**For Sale:-** I have recently finished my last project Beetle and still have a **shed full of parts** and panels gathered over my years of car rebuilds. Here is a list covering most bits which deserve a new home. In the main they relate to a 1970 model but boxes of bits cover earlier years. It would be a shame to let them go to waste, and would love to move them to some interested folks in a bundle lot for say \$250. A good sized trailer would be needed to carry it all to a further place of use. I'd be happy to talk to anyone interested. The money is not as important as finding a new home for it all. My health needs preclude any further activity but my relationship with my Beetles span over fifty years. It would be a closure on a very enjoyable period of my life.

Taillight parts, horns, bonnet, speedo cable, doors (2), steering column (dished), starter motors (2&1), wiper motor setup (12V), generator stand, speedo, glovebox lids, bumper bars, nose and tail 'cones', dash grab handle, engine lid (2), bonnet hinges, rear seat squab, driver's seat, manifold (2), rear seat floor inserts, driver's door cover, Bilstein wind-up jack, 36mm socket and handle

Happy motoring! Contact Bill Impey in Ettalong on (02) 4998 1934 for all enquires.

**For Sale: Two Beetle rear guards** L&R with tail lights 1976 blue some surface rust and small dents \$150 donation to RFDS. Phone Barry on 0425 275097

## 2nd month Ads.

**For Sale:- 1973 VW Type 3 1600 Squareback.** Currently on Club Rego, not transferable. Very straight, in good condition. White with red roof, whitewall tyres with red rims. Slightly lowered, sunvisor, roof rack. Want her to go to a good home. Great drive. Regrettable sale. Car is in Western Sydney. \$15,000 ONO. Phone Kylie on 0401 135381.

**For Sale:-** I have recently come across a **VW engine from the Australian army** and is a stationary set up for generators or pumps. It is as supplied to the army sometime in the 1960s It is still in the box and has never been started. The original box is still intact and the whole thing is brand new. If any of your

## Trades and services directory.

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

**Vintage**

**VEE-DUB SUPPLIES**

**KOMBI GHIA TYPE III BEETLE**

WEST COAST MECH. PVL.      

**KYE**  **GENE BERG**   **DELBERT** 

[WWW.VINTAGEVEEDUB.COM.AU](http://WWW.VINTAGEVEEDUB.COM.AU)

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North Rocks (Off Loyalty Rd)

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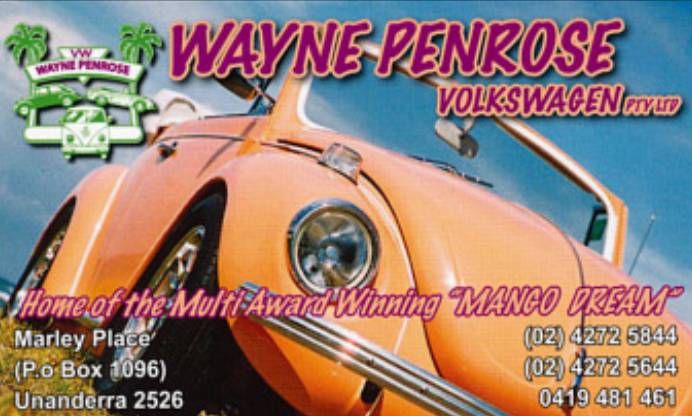
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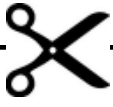
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## Passat Alltrack Wolfsburg.

The 2018 Volkswagen Passat Alltrack Wolfsburg Edition has been announced this month, reviving the nameplate and bringing more technology for the new model year.

Limited to just 250 units this time round, the Wolfsburg Edition of the jacked-up Passat kicks off at \$54,990 plus on-road costs - \$4200 more than the Passat 140TDI Alltrack base car.

Standard kit in the Wolfsburg model includes black nappa leather, the 31-cm Active Info driver's display, 19-inch 'Albertville' alloy wheels, LED headlights with LED daytime-

running lights, 'premium' LED tail-lights, ambient interior lighting, automatic tailgate, steering-mounted paddle shifters, rear privacy glass, easy entry and exit function for the front electric seats with memory, and - of course - Wolfsburg crest badging.

For the 2018 model-year, the Alltrack Wolfsburg Edition also picks up VW's new 23-cm Discover Pro infotainment system with gesture control, first seen in in the Golf 7.5 range and soon after in Skoda's updated Superb. The system also offers two USB ports in the front and manoeuvre braking display for the front and rear.

It's the first time the new Discover Pro media system has been fitted to the Passat in Australia, and the changes are due to hit the wider Passat range in the months ahead - although exact timing is still to be confirmed.

Buyers of the MY18 Passat Alltrack are also able to opt for a panoramic sunroof (\$2000), along with two new colours - Atlantic Blue or Manganese Grey metallic (\$700). Pure white is a no-cost option.

Under the bonnet is the familiar 140 kW/400 Nm 2.0-litre turbo-diesel engine from the standard Passat Alltrack, mated to a six-speed wet clutch DSG transmission sending drive to all four wheels via VW's 4Motion all-wheel drive system.

See the 2018 Passat Alltrack Wolfsburg at your Volkswagen dealer now.

### Recommended Retail Pricing:

**140TDI Alltrack Wolfsburg Edition - \$54,990**



## Tiguan Adventure.

The Volkswagen Tiguan Adventure has been announced this week, bringing to Australia a range of off-road inspired enhancements inside and out for those who more regularly venture off the beaten track.

Based on the mid-spec 132TSI Comfortline and 110TDI Comfortline variants, the Tiguan Adventure starts at \$43,990 plus on-road costs with the petrol engine and \$45,490 for the diesel - representing a \$2500 premium over each.

Headlining equipment upgrades include a new 'off-road' front bumper that improves the approach angle to 24-degrees; underbody protection, LED headlights, larger 18-inch alloy wheels, keyless access, an electric tailgate, Volkswagen Genuine Accessory roof bars, and power folding door mirrors.

Inside, buyers of the Tiguan Adventure are also treated to 14-way adjustable 'ErgoActive' driver's seat with electric lumbar support and massage function, 'Art Velours' microfleece seat trim, and heated front seats.

Other features include 'Adventure' badging, 'off road' aluminium front door sill inlays, and the availability of Atlantic Blue metallic - though the latter is a \$700 option.

Volkswagen will also offer the Tiguan Adventure in Pure White, Tungsten Silver (metallic), Indium Grey (metallic) and Deep Black (pearlescent), which VW says are the four most popular colours for its medium SUV in Australia.

Finally, the Driver Assistance Package (\$2000) is optionally available - adding auto park assist, the 12.3-inch 'Active Info' driver's display, adaptive cruise control, a 360-degree camera system and lane assist - as is a panoramic sunroof (\$2000).

See the new Tiguan Adventure at your Volkswagen dealer now.

### 2017 Volkswagen Tiguan pricing:

**110TSI Trendline (manual/DSG) - \$31,990/\$34,490**

**110TSI Comfortline (DSG) - \$36,990**

**132TSI Comfortline 4Motion (DSG) - \$41,490**

**110TDI Comfortline 4Motion (DSG) - \$42,990**

**132TSI Adventure 4Motion (DSG) - \$43,990**

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**162TSI Highline 4Motion (DSG) - \$48,490**

**140TDI Highline 4Motion (DSG) - \$49,990**



## Lower price Golf GTI and Golf R models.

New Volkswagen 'Golf GTI Original' and 'Golf R Grid' models will touch down in Australia soon, Volkswagen's Chullora HO has revealed.

Both models will join their respective lines as new price leaders, opening the GTI and R badges up to buyers shopping on a tighter budget.

In a strategy similar to that employed by BMW with the M3 Pure, Volkswagen has cut a few non-essentials from each model to bring down prices - although it is not yet detailing just what you'll miss out on.



As its name suggests, the GTI Original will join the original 1976 Golf GTI (which wasn't sold in Australia) in being offered with three doors only. It therefore replaces the Scirocco in the Australian range. The Golf R Grid, on the other hand, will come in five-door hatch and wagon forms.

Both new entry-level performance hatch options will be available with either a six-speed manual or with a DSG dual-clutch automatic - six-speed for the GTI, seven in the R. The R wagon will continue as a DSG-only offering.

Power in both cases will mirror that of their regular counterparts, with the GTI Original matching the 169 kW/350 Nm of the newly updated GTI, and the R Grid getting the same 213 kW/380 Nm numbers recently bestowed upon the regular R.

Specific pricing for either model is still to be revealed, although VW Australia has confirmed the GTI Original will be offered from below \$40,000 - undercutting the regular GTI's \$41,990 starting price.

The GTI Original will also join the far pricier DSG-only \$47,990 GTI Performance Edition 1 in being

the only variants to be offered in three-door form, and this fact alone could see the manual-equipped Original's price start from close to or even below \$38,000.

Likewise, the Golf R Grid will cut the price of entry into the 'proper' R range, dropping below \$50,000 for the first time. An exact starting price is still to be revealed, but with the regular R kicking off from \$52,990, there will be a saving of at least \$3000 to be had with the Grid model.

The GTI Original will go on sale in the first quarter of 2018, while the R Grid will arrive before the end of 2017. Volkswagen says it will reveal full pricing and specs for both new badges "in the coming weeks".

## Golf GTE spotted in Australia.

Volkswagen has brought an electric-hybrid Golf GTE to Australia for evaluation and technical training.

Photos of the car (showing no local registration plates) were snapped in Queensland this month, showing the plug-in hybrid EV hatch parked at the end of trip away from VW's Chullora (Sydney) headquarters.

Volkswagen Australia had previously revealed it was "working hard on a 2018 introduction" for the GTE, but local communications manager Paul Pottinger has confirmed VW is now further advanced in making its case for a local launch.

Australian motoring writers drove the GTE in Europe last year, when Volkswagen invited the local media to sample the car it had confirmed hopes for local release.

The vehicle spied recently in Queensland is a pre-facelift Golf 7, but naturally the updated Golf 7.5 version is the one that would be seen in Australian showrooms.

The Golf GTE combines VW's familiar 110 kW/250 Nm 1.4-litre turbocharged four-cylinder petrol engine and a 75 kW/330 Nm electric motor, fed by a series of lithium-ion batteries stored beneath the boot floor.

Combined outputs are 150 kW and 350 Nm, with drive sent to the front wheels via a six-speed DSG dual-clutch transmission.

Volkswagen claims an electric-only driving range of 50 kilometres, at speeds up to 130 km/h. Fuel consumption for the petrol-electric hybrid EV is listed at 1.5 L/100 km on the European test cycle, and a 0-100 km/h time of 7.6 seconds is claimed.

It is worth noting that, thanks to its hefty battery packs, the GTE is 270 kg heavier than the petrol Golf GTI.



Volkswagen Australia is still to reveal its hand on the matter of timing, pricing and specifications for the GTE, although it looks certain to touch down sometime in 2018.

## VW T-Roc debuts.

The 2018 Volkswagen T-Roc small SUV has been officially revealed in Germany, joining the larger Tiguan, Touareg and Atlas/Terramont (US/China only) in VW's global SUV line-up.

Serving as the crossover companion to the Polo just as the Tiguan is to the Golf, the T-Roc is Volkswagen's first foray into the compact SUV segment, which is currently dominated by the likes of the Mazda CX-3 and Honda HR-V.

Exterior dimensions haven't been detailed as yet, though the T-Roc will be very practical for the class - Volkswagen claims a luggage area of 445 litres with the rear seats in place, expanding to a massive 1290 litres with the second row folded, which compares favourably to the HR-V's 437 L/1462 L capacities.

In terms of the exterior design, the T-Roc is pretty much what we expected after seeing an uncamouflaged prototype earlier this year. The front sports a low and wide aesthetic with headlights that extend from the front grille, while a LED daytime-running light ring surrounds where the fog-lights would usually be.



measure 20-inches in diameter on the T-Roc's bigger brother.

Inside, the new crossover borrows much in terms of design and execution from the new-generation Polo hatch, along with the larger Tiguan.

There's the option of Volkswagen's 31-cm Active Info digital driver's display, a large central infotainment system (likely up to 20 cm), bright interior trims that match the exterior paint, along with contrasting seat trims.

Volkswagen will offer an array of driver assistance and active safety systems on its entry-level SUV as well, with city-speed autonomous emergency braking (AEB) and pedestrian detection standard on the base car, along with post-collision braking and lane keep assist.

Optionally available systems in Europe include adaptive cruise control, blind spot monitoring with rear cross traffic alert, park assist, and traffic jam assist.

The model range in Europe will consist of three trim levels, three turbocharged petrol engines and three turbo-diesel powerplants. In terms of variants, the range consists of base 'T-Roc', along with 'Sport' and 'Style' specifications - the latter two are on par with each other.

Front- and 4Motion all-wheel drive will be offered, as will manual and DSG transmissions. However, Volkswagen is yet to fully detail the engine and transmission range.

The T-Roc is set to launch in the European market this month. However, high demand for the T-Roc means that right-hand-drive countries like Australia will have to wait a little longer for VW's first compact SUV.

VW Australia's communications manager, Paul Pottinger, has said it's unlikely the T-Roc will arrive in Australia until 2019; but he didn't rule out a 2018 debut.



Extending into the tailgate is a sloping 'coupe-like' roofline - with the roof itself available in contrasting colours, a first for Volkswagen's SUV range - while a sharp character line runs through the side doors - connecting the flared wheel arches. The tailgate itself sports a clear design, with a large badge placed in the centre, above 'T-Roc' badging similar in style to that used on the new Arteon.

LED tail-lights wrap around to the rear third-quarter panels, accentuating the T-Roc's wide stance. Contrasting black plastic bumpers and wheel arch cladding give the T-Roc a more capable look, as do the front and rear faux skid-plate treatments.

Filling those arches are very large alloy wheels, similar in design to the rims used on the Tiguan R-Line - which

## T-Roc R a possibility.

The just released Volkswagen T-Roc crossover could potentially spawn an all-out 'R' variant in future, according to reports out of the UK.

Speaking with Autocar, VW's research and



development boss, Frank Welsch, said he had a development vehicle already commissioned "for testing" because he "likes the idea" of such a model.

Welsch couldn't confirm at this stage whether Volkswagen would offer the performance crossover, though he does believe there is a market for a T-Roc R, considering the popularity of the Golf R and other performance models.

"It's working [in the UK for Golf R], and given all the feedback we get on the car, I'm sure there are lots of customers who would like this combination," he said.

"We have a 139 kW T-Roc, which is more than the competitors offer, and we'll see if lots of people take that, and then it's time to decide."

Autocar reports the so-called T-Roc R could produce around 223 kW, although this is just a guess based on the Euro-spec Golf R. Adding to the difficulty is that there is no Polo R - the platform on which the T-Roc is based.

This latest development comes after Volkswagen chief, Herbert Diess, hinted at a range of R-branded SUV models back in May - which is likely to include the T-Roc and Tiguan, possibly the next-gen Touareg too - though shut down rumours of SUVs under the GTI moniker.

"For high-performance SUVs there is definitely customer demand. There are some premium cars there already that are quite successful. I agree that it is a good fit for the brand," Diess told Auto Express.

"We have a second sub-brand which is R. With R we are considering. GTI has something to do with the hatch and this size of car - we shouldn't expand this brand."

VW has offered a high-riding R model in the past - the first-generation Touareg R50, which developed 257 kW and 850 Nm from its massive V10 turbo-diesel engine. It debuted at the Sydney Motor Show in 2008.

Currently, the Tiguan and Touareg are offered in sporty R-Line versions, although they are trim and accessory upgrades, not high performance upgrades.

## California XXL concept.

Volkswagen Commercial Vehicles in Hanover has recently revealed their California XXL motorhome concept.

Based on the new large Crafter van (which has not yet been introduced to Australia), this new motorhome concept vehicle "provides a look into the future" for

Volkswagen's increasingly diversifying Commercial Vehicles offering. According to Volkswagen Nutzfahrzeuge's press release, this idea gives them an "opportunity to transfer the qualities of the California to the next size up in Volkswagen motorhomes and to refine these still further."

The regular California campmobile is based on the more familiar but much smaller VW T6 Transporter van. It may make its way to Australia to compete with the newly released Mercedes-Benz Marco Polo, but only if VW Germany can convert the vehicle to RHD in a complete fashion to comply with our design rules.

The new Crafter-based concept debuted at the recent Caravan Salon Düsseldorf, where VW described the concept as "a more fully-grown variant of the motoring globetrotter" - and quite a sizeable one at that.



The California XXL has a running height of 2.9 metres, making it very large - certainly no underground car parks for this vehicle - but Volkswagen reckons the concept model's "sophisticated aerodynamics (including special indentations in the completely redesigned high roof) ensure that the drag coefficient remains within the favourable range of a conventional Crafter".

The new Crafter van is available in Germany in several choices of wheelbase. This conversion is based on the medium wheelbase Crafter (3640 mm wheelbase, total length of 5986 mm).

Under the hood is a Euro 6-compliant TDI engine, pneumatic suspension, and a Haldex all-wheel drive system, but that's pretty boring compared to the rest of this tricked-out





## Ducati staying with VW.

According to Bloomberg News, Ducati is staying under the Volkswagen Group umbrella, citing ongoing opposition from VW's powerful labour unions as the reason why the motorcycle company's 'for sale' sign has been temporarily removed.

The move prompted several or more bidders, including Italy's Benetton family, US automotive firm Polaris Industries, and Ducati's former owner Italian company Investindustrial to express dismay in the process.

Even the private equity funds were keen, with the likes of Bain Capital and PAI Partners appearing genuinely interested in VW's fashionable motorcycle brand. The bids valued the business between 1.3 billion to 1.5 billion euros (\$1.94 to \$2.24 billion), representing a multiple of 13 times Ducati's core earnings of 100 million euros (\$149 million).

Issues arose when the labour leaders opposed the asset sale. Employee representatives represent half of the group's 20-member supervisory board, which can block strategic decisions.

ride. For one thing, the rear section has been stretched to provide room for a proper-sized bed, big enough for two adults to sleep comfortably.

In addition to the big bed upstairs under the clear roof (for watching the stars as you lay back), there's another sleeping area at the back for smaller humans, and both areas feature heating and cooling (just like the seats). The van also uses underfloor heating for all-year appeal.

And when they're awake, the California XXL is tall enough inside to stand up, with 2.2 m of head room, beneath a massive panoramic roof for watching the skies. But wait, there's more. Putting a small kitchen in a VW camper is old news, as people have done that since the 1960s, but this one includes two gas burners that retract down into the aluminium work surface at the push of a button; not one but two fridges, and an integrated espresso machine.

Perhaps more impressive than the kitchen, this one also features a pull-out wet room that includes a toilet and shower, complete with rainfall shower head. When not in use, the wet room compacts down behind a door. And for those times when the great outdoors gets a little boring (or clouds make star watching impossible) there's a built-in LCD projector that you can control (along with just about everything else on this ultimate tourer) via a mobile app.

Luxuries such as a boiler, tanks for both fresh and waste water, a grill (stored in the van's cargo hold), and portable camping chairs are part of the deal, too. There is a magnetic spice rack, and a kitchen counter that can be reconfigured for additional food-prep surfaces. There's a screened-off living area, while the front seats can be turned 180 degrees. There's a bench seat, too.

It's too early to say if the Crafter California XXL might be sold in Australia one day, but as with the T6 Transporter California, VW would have to engineer a completely RHD conversion. Currently the RHD models sold in the UK have a LHD interior layout, with the sliding door on the right (road side). This does not meet Australian regulations - and rightly so.

In the meantime, local converters Trakka at Mt Kuring-gai make high-quality Australian-certified camper conversions of the VW T6 Transporter, called the Trakkadu. For larger motorhomes, Trakka currently convert the Fiat Ducato and Mercedes Sprinter large vans. Hopefully, when the new Crafter is released in Australia next year, Trakka will also engineer a motorhome conversion of it. See [www.trakka.com.au](http://www.trakka.com.au) for more info.



Ducati Motor Holding S.p.A., the 91-year-old Italian motorcycle manufacturer, has been solely owned by Volkswagen Group since April 2012 and is managed by VW's Audi division (as is also Lamborghini), but has been on the market since April in a bid to offset costs of VW's US emissions scandal along with streamlining the business.

The acquisition of Ducati was part of the Volkswagen's aggressive expansion plans from 2007, and cost the VW Group 860 million euros (\$1.283 billion). So, the bids on the table represent a tidy gain over a relatively short term.

The report also says that "it is unlikely that negotiations will be resumed this year", making bidders even more impatient as the months go by.

Interestingly, Volkswagen's head of strategy, Thomas Sedran, recently told Reuters that VW was in no rush to find a buyer for Ducati. Instead, VW was more focused on its shift towards electric vehicles (EVs).



## Old Bar 2017.

Another year had passed and it was time to make the great Kombi migration to the old Bar Beach Festival, near Taree on the Long Weekend in October.

The Old Bar Beach Festival is an annual council-run community event. The highlight of the Festival is the annual pilgrimage of VW Kombis coming from all points of Australia.

I left western Sydney and headed to the Mid North Coast of NSW early on Friday morning. First stop was Morisset McDonalds where I caught up with 3 other Kombi enthusiasts from the Central Coast Kombi Club, as well as the Coast to Hunter VeeDubbers.

After a short stop we headed in convoy to Heatherbrae Pies at Raymond Terrace to have a bite to eat for lunch, and to also gather additions to the convoy.

After a feed of homemade pies the convoy, now comprised of 7 Kombis, headed onwards to Old Bar. It was a beautiful sunny day and all the Kombis were cruising along at a leisurely speed and getting a lot of attention from the overtaking traffic.

I turned off at Tuncurry and I have family who live there, whilst the convoy continued on to Old Bar.

Come Saturday morning, I headed into Old Bar with

another Kombi groover, There was a lot of traffic heading into the town.

The town markets were on, as well as the show'n'shine classic cars which included some VW Beetles. Altogether 109 classic cars were in display. There were already many Kombis in town.

At 4pm on the Saturday, all the Kombis formed a Conga line on the air strip which was led by all the newer T3 Kombis, and proceeded on the yearly Kombi Cruise from old





Bar out to the Pacific Highway and back.

In honour of a local of Old Bar (Brendan Maloney) whom sadly lost his battle to cancer recently, his T3 Transporter lead the parade.

I took a local from Old Bar in my Kombi and she had no idea the amount of locals that line the main street and the extended road to the highway.

At first she was a little embarrassed, but she could see from my enthusiasm that there was no need to be embarrassed and eventually she was waving out the window and enjoying the cruise.

In total there was 225 Kombis that took place in the Kombi parade.

The festival had live bands playing both days, along with food stalls, carnival rides, markets and beer tent. On Saturday night finished with an awesome firework display.

Sunday morning for me started early, The entry fee to this year's Kombi show'n'shine was \$2.00. There was no judging, and everyone went into a draw to win \$1,000 to keep the Kombi going for another year.

The weather has fantastic, all the Kombis started coming in and parking and setting up for the day. There was every mentionable type of Kombis – split windows, barn-

doors, sinngle and twin-cab pickups, plenty of T2 Kombis, panel vans, Microbuses and Campmobiles, including some German Westfalias, and later T3 Kombis, Caravelles and Syncros. There were also a drag Kombi!

The total count of Kombis was 283 on display.

The day ended with a young whipper snapper winning the \$1,000 draw and all the Kombis packed up and went their separate ways until next year.

Giddy Up!

Kylie Rayner

## Oktoberfest at Penrith Golf Club.

On Saturday 14th October the Penrith Golf Club put on an Oktoberfest celebration, and our VW Club was invited along, hopefully to make a Volkswagen display.

Club manager Brendon Kop got in touch with us via the website and sent us the invite, just in time to make last month's magazine. Norm also sent out a club email to everyone, so we hoped we would get a few members to come along at short notice.

We met at Maccas at the M4 Eastern Creek westbound rest area. Our flyer said 11am but I made sure I got there a bit earlier to catch anyone turning up. I needn't have worried, as I no sooner sat down with a burger and drink than several VWs turned up – two Beetles and another Kombi.

We drove in convoy down the M4, past the Light Horse and out towards Penrith. I led in my Kombi and had to keep slowing down to 80 or so to keep together. We exited left at The Northern Rd, then turned 180 degrees back at the





roundabout to come back to the Golf Course on the left.

The car park was almost full; we had been promised a dedicated VW parking area, so I pulled up in front of the main entrance to find out. Club manager Brendon was happy to see us arrive and directed us down onto the grass, around the back of the club building near the practice green where a kids area was taped off and we had a secure parking area on the grass.

We parked together and we were right in the centre of the Oktoberfest action and the kids and their parents at the play area. Some of the club's management came down to see out VWs and have a chat. We were thrilled when Brendon shouted all four of us a free German beer, big foaming steins of Erdinger Weissbeer. Wow, that never happened at the Hubertus Club!

We enjoyed the afternoon, mostly chatting among ourselves and the club visitors who strolled over to see our cars. The golf club also had German food and a live oom pah pah band in the main lounge, which were both very enjoyable.

Thank you to the VW club members who came along at short notice, and thank you to Brendon and the Penrith Golf Club for inviting us along.

The event has a lot of potential to grow much bigger next year, and I will be very happy to go along again.

Phil Matthews

## Nepean Oktoberfest.

The VW dealer at Penrith, Penrith Volkswagen, is part of the Nepean Motor Group. On the weekend of 21-22 October they held an Oktoberfest event.

They put the word out through Facebook, where they messaged Kylie and invited her to display her VWs. I stopped by and picked up a flyer. They were advertising a 'Heritage



Volkswagen Display', food trucks, plate upgrades, free Wet'N'Wild passes and other festivities

Our club was invited, when Blake Moffat from Nepean Motor Group left a message on our website. Unfortunately, this was only three days before the event! Luckily it was still in time for Kylie to mention it at last month's meeting.

I went along and the day was a success. Kylie had her three historical Volkswagens on display in the dealership showroom – her 6V Beetle, Type 3 wagon and her Microbus.

There was the Concept Amarok Utility (The Naked Ute) showing the inside workings of the Ute. You might







remember it from the Amarok TV ad. There was also one of the new VW Arteon models on display, which has just been released. I hadn't seen one before.

There was a Kombi food truck selling German sausages, and some fun facts spread around all about Oktoberfest and Germany. Did you know that in Germany, Oktoberfest starts on the third Saturday in September? It first started in 1810 and is the world's largest beer festival. 8 million litres of beer is drunk in 16 days. And it's traditional for men to wear leather and green hats, and girls to show cleavage at Oktoberfest.

I got a nice VW gift bag for visiting. It was a very enjoyable day. Hopefully they will let us know a bit earlier next year.

Jeff Swords

## An Adelaide VW.

I recently came across this VW tragedy at a restaurant when Eunice and I were holidays in Adelaide. It has a well established tree growing out of the cabin! Here's another photo of the ill fated VW, a front on view.

Hope to see you sometime at an event.  
Cheers

Brian Mannix





## Carlos Bonini.

On the 7th of July we celebrated the life of a wonderful man, Carlos Bonini.

Carlos was an incredible dad, a doting husband, and most of all an exceptional friend.

Many of you knew Carlos by his enthusiasm for all things Volkswagen; well, all things cars really, but primarily and foremost Volkswagens.

His signature blue VW cap could be tracked, racing around all the stands and cars, at the VW Nationals for the 8 years, whilst sneaking in some spurts of hand buffing of his immaculate award-winning red 1993 Golf 3 and sprinting back and forth between the water-cooled and air-cooled sections to check up on Bella the Beetle.

Dad was born in Falkland Islands and was lovingly raised by Audrey and Ruben in Montevideo, Uruguay. You wouldn't know by his awesome accent, yet Audrey spoke to him in English, however a stubborn young Carlos refused to respond in English, which now explains the accent! Little did he know that years later he would find himself in English-speaking Australia.

The love of the ocean he inherited from Ruben, and the love of country music, drop scones and the perfect cup of tea from Audrey.

We can't blame anyone for his passion of motorcycles, formula 1 and cars, which drove my Mum nuts!

During his young years, the era pre-television, he told me stories of how he and his friends would make buses out of shoe boxes with precise detail, down to the moving destination sign at the front. They would trade comic books and sit around the wireless listening to music, a beautiful

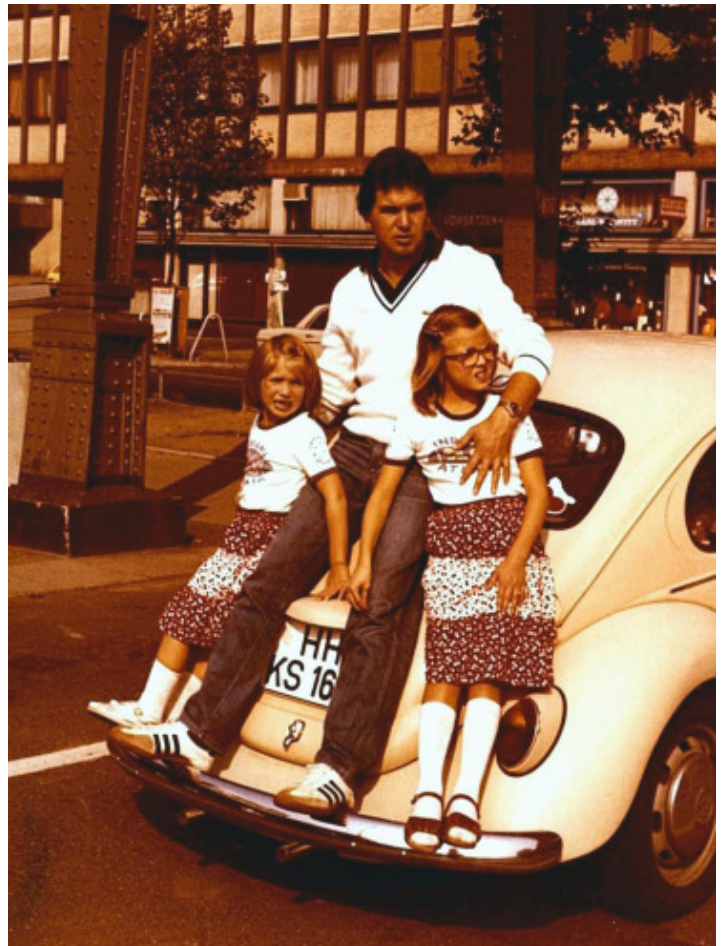


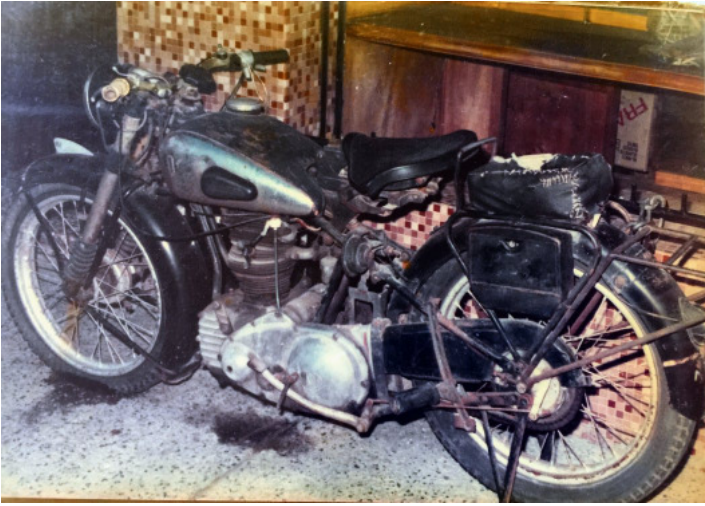
childhood.

Later on in the '60s, a very handsome Carlos would form part of a motorcycle group called The Beetles, in true grease style get up with leather jackets and all!

He could not afford a car, so motorcycles would form be the beginning of his wheeled passion. He told stories of all the adventures riding around Montevideo and some terrible accidents, which prompted him to make me promise that I would never own a motorcycle, a promise I have held.

Prior to Australia, in the early '70s, Carlos moved to Germany, where Sandra and Sylvie would be born, Dad's first girls.





In Germany Carlos worked for Mercedes Benz, but it would be no surprise that Dad's very first car would be yellow 1972 Beetle which he drove around the icy streets of Hamburg.

He deviated slightly from the VW world with a yellow Ford Capri, yet inevitably a yellow Golf GLS would follow. Then a Mercedes, followed by an Audi 100LS.

In 1984, when Mum and Dad met back in Uruguay, he drove around in an Audi Fox, yet Dad would often be seen in his everyday work car – a black Ford Model A. Yep, you guessed it, a vintage car which we would kill to have now. It was always loaded with boxes held up on the roof with occy straps and ropes.

Our family car would later be a Volkswagen Amazon –



that's a Polo-sized South American VW sedan based on the VW Gol.

In 1988, when we arrived in Australia, the VW spell was slightly interrupted by a Toyota Corona and then a Corolla station wagon, which developed a slight issue, so part of the starting of the engine ritual included a hammer strike to the starter motor, and away we went.

There were several other 4 wheeled friends in or family, yet my very first car which Dad found for me was a 1977 Golf GLS, and the ritual of VW would be reignited.

We moved onto Seat Cupras, and more Golfs and Beetles.

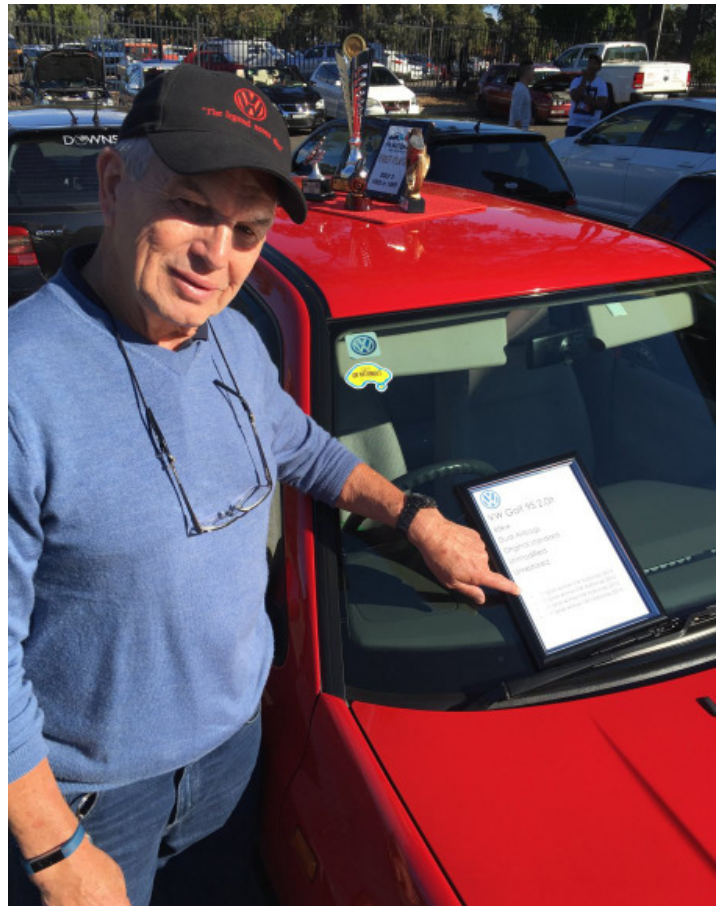
A great deal of my memories with Dad circled around cars. More recently in 2007 we ventured far and wide to





Singleton, Bathurst, the central coast etc. in search for what would be known as Bella the Beetle. We had as much fun searching for her as we did driving her to Kiama and Stanwell Park with the VW Club family over the last few years.

More recently Carlos was the very proud owner of the multi award winning 1993 red Golf, but more importantly we got to share this time together with a great bunch of people and VW enthusiasts.



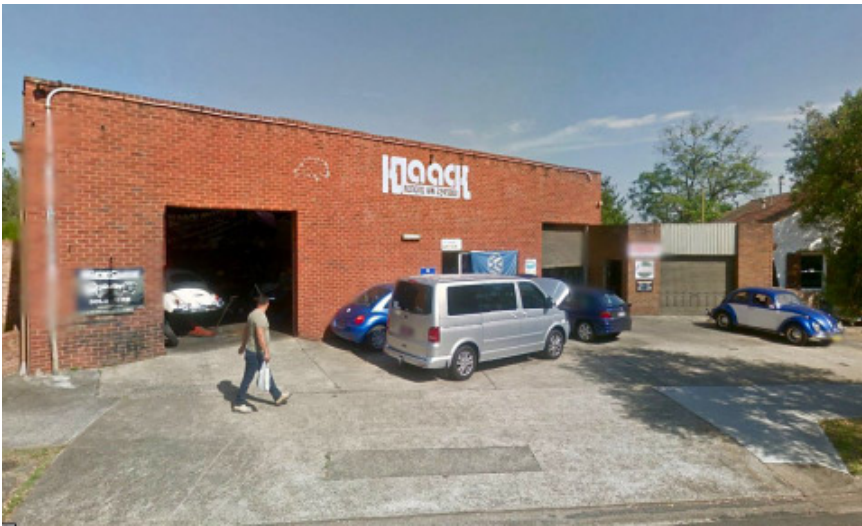
A special heart felt thank you to Phil, to Bob and to Steve; Carlos held you in high regard and looked forward to the events and chats.

Dad, you are missed every day, but we know for a fact, that the legend never dies.

Ihara Mannise







## Klaack Motors closing sale.

On Saturday 28 October, Klaack Motors closed down with a big parts sale. The turnout was unbelievable.

At 8:30am there were 20 or so club members there as well as others I didn't recognize.

Until I left there was a constant stream of Kombis and Beetles arriving.

By 10 am there would have been 30 customers rummaging through box after box of bits, while others gathered to talk VW.

Hans was in big demand as people asked questions about various parts, with some good bargains and certainly a lot of sales happening.

What struck me was the sheer volume of stock Hans has accumulated over the years.

One guy was more interested in the office clock and old Volkswagen Australia stickers.

Hans is a great host and brought in ice and water while Kerrie his wife served home made cakes.

A sad day in a way but a very interesting event.

Here's another interesting story about Hans Klaack.

Earlier this year in the club magazine, an ad appeared where a 36HP VW motor was being offered for free to club members.

I called the owner (Graham) and asked for details.

Having a '58 Beetle I thought it was time for me to learn a bit about the VW motor and told Graham it would be a project

for me – dismantling a VW motor and rebuilding.

After further discussion and explaining my background and plans Graham advised that he had taken 12 calls but decided to give me the motor.

On my next rostered day off I grabbed my cousin and headed to Fairlight (near Manly) which is a long way from my home in the lower Blue Mountains.

Armed with a hydraulic lift trolley we moved the motor which had been sitting on a work bench under a woolen blanket for 32 years.

The owner had planned to use it to build a dune buggy but time had run out on that plan.

I took it to Hans Klaack, thinking that on my next day off I would start dismantling the motor

under his supervision.

But three weeks ago he sent me some footage. 10 minutes prep, connecting a battery, starter motor and fuel – and it started.

I'll try to show the show the short footage – about 2 min – at a future club meeting.

He will be missed!

Cheers,

Carl Moll



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## The Toy Department.

Welcome to another edition of the Toy Department and this month we feature Welly die-cast models and their beginnings or at least in my VW collection.

Welly first started producing models (toys) in 1979 in China and although this would not necessarily be considered a long history but in this relatively short period of time they have come to be one of the most value for money and detail diecast producers of 1/87 – 1/18 scale model cars.

Back to my collection and it would have been in the summer of 1993 when Club VW Illawarra hosted its show n shine when I was walking past Bob Hickman's red oval Beetle and under the hood were these Welly VW Kombi models that Bob was selling, I was pretty excited and of course I bought most of the box which was a set of 12.



This would have been a time when there were no strict guild lines and or explicit endorsed permission by VW AG. The early examples although collectable did not display all the authentic characteristics on the real VW such as sliding doors on split window models, let alone adding the sign writing on the models, such as “VW is the very good car “ or “Sunny Boy car” with pictures of fruit or red flames on the sides.

In the '80s and early '90s VW diecast toys were not in abundance particularly after the run of various Hong Kong and China made models during the '60s and '70s. So it was timely that their models entered the market. Speaking of



which – this is where you were likely to find these, at Paddy's, or various markets such as Fairfield markets.

Back to the future and since their humble beginnings Welly have continued to develop and improve to this very day with fine examples of Kombi, Beetles, and of almost every generation of VW as I have featured.

Tony Bezzina

## Catalina Festival Car Show.

I recently went to the Catalina Festival Car Show. This was not at the old Catalina race circuit near Katoomba, as you might think, but at the former RAAF base at Rathmines, near Toronto on Lake Macquarie. It was built especially for operating flying boats.

RAAF Rathmines opened in December 1939 with 9, 10 and 11 Squadrons flying Supermarine Seagull biplane flying boats. In 1941, Catalina flying boats arrived at Rathmines and new squadrons were formed.

The Catalina was an American flying boat, built by Consolidated Aircraft of San Diego, from 1936 to 1945. It had two 14-cyl Twin Wasp radial piston engines, a wingspan of 30 metres and held a crew of 10 men. It served with distinction throughout the war, especially in the Pacific, where it was used for reconnaissance and patrol, anti-submarine warfare, low level bombing, mine laying, night attack, convoy escort, long-distance transport and search and rescue. Over 4,000 were built, the most numerous flying boat





in history. The RAAF used nearly 200 Catalinas during the war.

RAAF Catalinas first spotted the Japanese taskforce heading for Port Moresby in 1942, and their reports enabled the Allied fleet to turn them back at the Battle of the Coral Sea. Catalinas were vital to the Australian effort throughout the New Guinea campaign.

The RAAF and Qantas jointly ran the famous 'double sunrise' flights from Perth to Ceylon, the only possible air route to Europe after the fall of Singapore. This was a 6,700 km non-stop flight, in stripped out Catalinas with extra fuel tanks that took up to 33 hours – long enough to see two sunrises. Catalinas flew this route across enemy territory 270 times, in radio silence and no navigation equipment except map, compass and the stars. The Double Sunrise is still the longest duration passenger flight in history.

RAAF Rathmines repaired and serviced the Catalinas, conducted anti-submarine patrols along the NSW coast and trained some 200 Catalina air crews during the war. The RAAF lost 320 Catalina airmen killed. The last RAAF Catalinas were retired in 1952, although many were used commercially until the 1970s (and some are still used overseas for water-bombing fires today).

There are ten Catalinas remaining in museums around Australia, including Bankstown, Moorabbin, the Qantas museum at Longreach and the Powerhouse Museum. There is only one in flying condition, the ex-RAAF 'Black Cat' owned, restored and flown by HARS at Albion Park.

The Catalina Festival celebrates the former Rathmines base (which closed in 1961), the Catalina flying boats and the men who flew them. Most of the buildings have now been demolished, with the land now used for parkland, sports and



recreation. It was a real community day, like a country fete. The classic car display was only part of it.

The Catalina Memorial Association had a huge historical display, with part of a Catalina fuselage used as a small cinema. The local army band entertained the crowd and there was a nice display of vintage military vehicles, trucks and jeeps.

There was a large local market selling cakes, clothing, arts and crafts, candles and woodwork, and some festival food stalls. The kids had a range of jumping castles and sideshow attractions. I tried the ping pong clowns.

Kylie's Squareback and Phil's Kombi were parked next to my Superbug, and there were other VWs parked around the football field where the cars were parked. Our VWs got lots of people looking at them and we gave away over 30 membership forms. We bumped into Ian and Rose, who had their drag VW for sale on a trailer. Kylie's Type 3 was on the official event flyer.



Nick Sullivan Images © 2014







The RAAF Roulettes arrived overhead and did some amazing precision flying in their Pilatus PC-9s. There were some smaller aerobatic stunt planes, and a lovely old ex-RAAF Wirraway did some low-level passes and some slow steep turns, loops and dives.



The HARS Catalina was due to arrive from Albion Park at 1:30pm, the highlight of the day, but sadly it developed engine trouble on the way and was diverted to Maitland, we were told. Maybe next year.

It was a huge crowd, a very popular and interesting day and we enjoyed it very much.

Jeff Swords



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before Bredbo, until the line was closed in 1988. Bredbo is well known for the Christmas Shop, which has every conceivable Christmas decoration for sale in the large shed on the main road through town.

The meals at the pub lived up to their reputation, with no one going hungry. A great country pub atmosphere welcomed us, with a number of the locals out on the front veranda wanting to talk to club members about their cars. They all knew someone who had a Volkswagen 'back in the day'. Even the local dogs were impressed, with a number of the tyres christened while parked outside the pub.

Bruce and Sue invited us back to their place for afternoon tea, with about six of us taking up their invitation. We all looked through Bruce's shed, checking out all his

## Canberra to Bredbo pub lunch run.

The Canberra crew partook in a cruise out to the beautiful little township of Bredbo recently for a lunch run to the local pub. Ten cars, both aircooled and watercooled,



rolled up for the run and we meet Bruce out there in his double-cab pickup Kombi.

Meeting at Old Parliament House on a sunny spring Canberra morning, we gathered for 'convoy orders' and discussed the route. The approximately 70km run was trouble free with all cars having no issues. One car turned around at Michelago, as the learner driver only wanted to come along to get some rural driving experience under her belt.

Bredbo sits on the Monaro Hwy on the way to Cooma and the Snowy Mountains. It was also once a stop on the railway line to Cooma and Bombala. The rail line used to cross the highway at several level crossings

VW cars and parts he has collected over the years. One by one



we departed and made our way back to Canberra before dusk, so as we could avoid the Kangaroos that are in huge numbers out that way.

Another enjoyable day-trip in our VeeDubs, to another great location within easy reach of Canberra.

Willie



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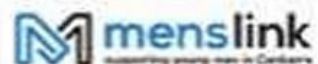
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## Ash's Road Test.

*Taking the road less travelled in a 2006 Polo GTI.*

Have you ever dreamed of travelling around Australia, or just driving around some of Australia's great country towns? I always do, but it's hard to escape the city rat race.

What I wanted to prove was that you don't need a new four-wheel-drive and a big caravan to explore the bush.

You don't even have to have a new car.

I am a big fan of 10-year old VWs that have been looked after, and that are looking after a new person to look after them. With these 10-year old VWs, you want to eliminate complex models like the T5 Transporter or Touareg. These cars can cost you a fortune when things go wrong. DSG automatic is a great system, but once again it can cost more than the car is worth to fix.

Nothing ever seems to go wrong with a manual gearbox.

10-year old Golf 5, Eos, Jetta, Caddy, Polo and even Audi A3 with a manual gearbox can be bought cheap. Most owners of these cars have bought a new car and are looking to get rid of them. Service history is important.

This brings me to the 2006 Polo GTI manual. This car is black with tartan interior. It has 140,000 km on the speedo and is in good original condition.

It cost \$5,000 and another \$550 for full insurance and has eight months rego with a good service history.

Given that no one was going to miss me for a week, I decided to take the Polo bush.

After loading the dog and the gear and picking up a new

tent in Penrith, I didn't get away until 1 o'clock in the afternoon so I only made it to Dubbo, just in time to set up camp.

The Polo went well and didn't feel any of the hills at all. It has a 1.8-litre turbocharged petrol four that produces 110 kW and 220 Nm. It can apparently go from 0 to 100 in 8.2 seconds and reach 216 km/h flat out. It's a poky and nimble car.

The Polo has a 45-litre fuel tank and I only used a bit over half a tank to get to Dubbo. I used 7 litres per 100 km.

Day two saw the Polo driving out to Nyngan and through Bourke to set up camp near Barrington, out near the Queensland border. There are thousands of emus and kangaroos dead all over the road, and live ones everywhere.

If you are silly enough to drive this stretch of road at night, you will hit something.

The Polo uses 98 Premium petrol, which you can't buy out in the bush. 95-RON petrol is called 'premium' out here. Just lucky that the Polo can run on 95-RON petrol, but the car didn't idle as nicely and had a rough start up.

I didn't rate the petrol in Bourke. The car just didn't like it.

Camping out here I couldn't help thinking of the Razorback movie so I made sure no food or rubbish was left outside the car.

The only thing you can hear out here is emus and the tyres of the odd car that goes past.

Day three I was so glad the little Polo started (because of the bad petrol and the remoteness) and I was on my way. The temperature outside seemed to rise a degree every five minutes, soon rising to over 40 degrees by the time we hit Cunnamulla, 120 km north of the border.

Thinking that I had driven too far into the bush, I





decided to stay under a tree in the caravan park, fearing my dog might get too hot.

Unfortunately, sand flies hammered me and I spent most of the time in the tent.

Day four saw me go into Cunnamulla town for a coffee. I didn't know which way to travel from here because of the heat, so I decided I would drive down to the Warwick Drags, 800 km away. I thought it might be cooler.

Everybody out here is very friendly and they were interested in the little GTI as nobody drives a car like that out there - it's Hiluxes everywhere. Most people thought it was new, and everybody wished me a safe trip.

The road to St George is dead flat for 300 km and I averaged just 6 L/100 km until I had to turn the air conditioner on. Fuel mileage immediately jumped up to 6.6 L/100 km according to the Polo's computer, showing it takes 10% more petrol to run the air con. Still, worth it at 40° outside.

Camping at the caravan park at Goondiwindi set me up well for the next day and the last 200 km to Warwick.



Being made in Spain the Polo GTI doesn't have the build quality of the Golf 5. There were some interior rattles and with the low-profile tyres you feel the bumps.

Luckily the roads out here are perfect. In some sections the road gets thin and you have to pull over to let the trucks go by.

Day five and the little Polo cruised into Warwick. After buying supplies I headed out to Morgan Park to meet up with VW club members Zelko, Boris, Birchall and Louie from QLD. I thank them all for making me feel welcome.

Day six on my trip saw qualifying for the drag racing on Sunday. The officials worked hard to make sure the track was in good condition.

A few cars broke but everybody had plenty of runs. After that everyone sat around with their beers, telling jokes and stories.

Day seven saw some exciting racing, until rain cut the meeting short. After packing up I left at about 4 pm. After filling up with petrol I headed down to Tenterfield for a coffee. Being too late to set up the tent, I decided to drive the 660 km back to Sydney overnight.

The Polo's cruise control made the driving easy and I found myself at major turnoffs earlier than expected.

I arrived home about 3 am finding no traffic and only averaging 6.2 L/100 km for the trip to Sydney.

For the entire 2,800 km trip the Polo didn't use any oil or coolant and the only hiccup was \$25 worth of suss fuel at Bourke.

I found the clutch a little heavy and its short shift gear lever might be good on a track day but it might be better if it was a bit longer.

All over, an excellent little car if you can put up with a couple of rattles.

Ashley Day





## My visit to the MAN Museum.

My research into looking for interesting places to visit from our base in a southern Bavarian town led me to check out Augsburg on TripAdvisor. Compared to other places in Germany, Augsburg doesn't have a great deal to offer the visitor, having been largely obliterated by Allied bombs during the war, but one of the attractions that came up, with good ratings, was the MAN museum.

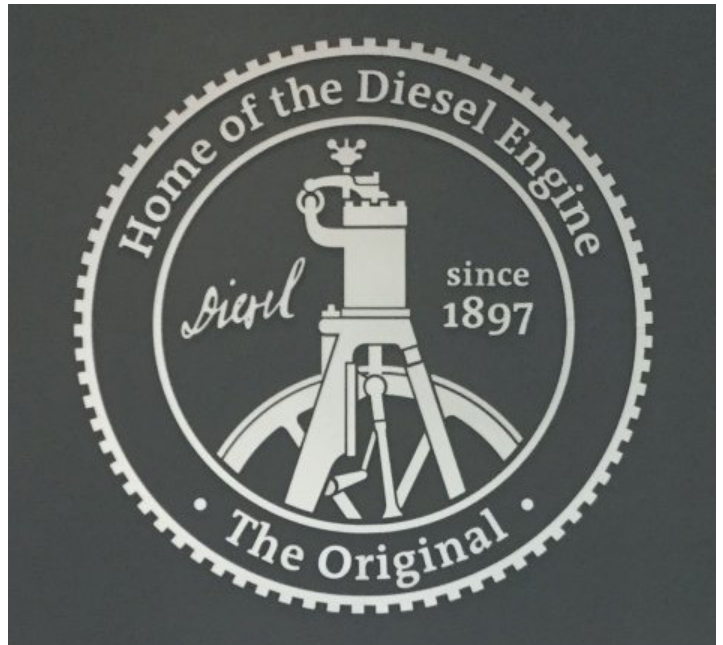
It turns out (Wikipedia) that the main target of the bombing, as early as 1942, was the MAN factory, which was producing diesel engines for German U-boats, amongst other diverse war materiel. The RAF raid wasn't that successful,



but the RAF and the USAAF did a proper job in 1944. So the MAN works was a mixed blessing for Augsburg.

You've probably seen MAN trucks and buses driving around with a lion logo on their grille without giving them much thought. The company seems to have maintained a low profile. But MAN was there at the beginning of automobile history. Rudolf Diesel worked with MAN engineers to turn his prototype into a proper, functioning engine. This collaboration led to MAN being synonymous with diesel engines for the rest of the company's history.

MAN developed direct fuel injection in 1924. This is the system which pumps fuel directly into the combustion chambers under extremely high pressure. It's sort of taken for granted today and is even used in VW's petrol engines (TSI). Before 1924, a separate air compressor was used to blow a fuel oil/air mixture into the combustion chamber, where it ignited thanks to the high temperature of the piston-compressed air. This ancillary air pump used up to 15% of the power generated by the engine.



MAN is a diverse company. Before Rudolf Diesel came along, they had been making printing presses. They were into big construction projects like the hanging railway, still running in Wuppertal, Germany. They built the Parkes radio telescope in 1960! I wouldn't have known that if I hadn't gone to Augsburg. They built steam turbines, turbochargers and parts for the Ariane space rocket. But most of all, they built and build diesel engines and the vehicles powered by them. Engines for boats, ships, Zeppelins, U-boats. Actual trucks, buses and tractors.

### The Visit

We made the 80 km trip to Augsburg, then I pressed the button at the entrance and ... we were standing in the museum. None of this "12 Euro entrance fee" business. This is my kind of museum. Inside are examples of MAN production from all periods of company history, quite extensive and thoroughly informative, in English as well as German. There are even some cutaway models where you can push a button and watch all the reciprocating pieces.

Your wife will complain. They never seem to



The first-ever diesel engine. It ran in 1897. Rudolf Diesel on the wall looks after it.

understand the natural attraction that the non-gender-impaired have with reciprocating and rotating masses of oily metal. If you're anything like me, this will be A Good Day Out. Anyway, the way things are going, diesel-powered vehicles are going to be disappearing from the roads, so eventually this is the only place you'll get to see them.

What does MAN stand for? 'Maschinenfabrik Augsburg Nürnberg.'

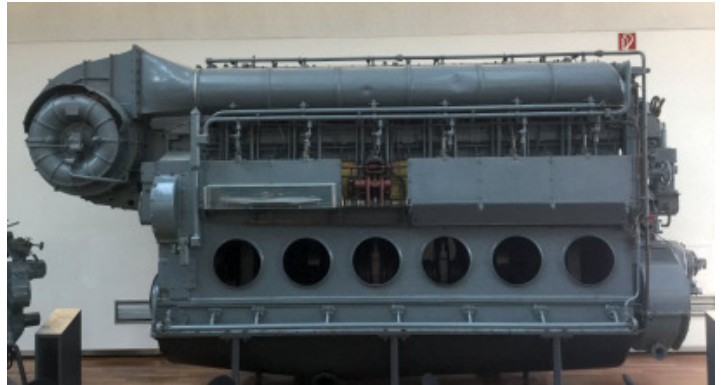
By now you're probably thinking, "but where's the VW connection?" MAN and VW have had a long history of cooperation. The original VW LT (Lasten-Transporter, or 'cargo transporter') van and G-series truck range was co-designed with MAN. The larger ones used MAN engines and transmissions, with GVWs between 6 and 10 tonnes. The later VW Titan, and today's VW Constellation truck ranges



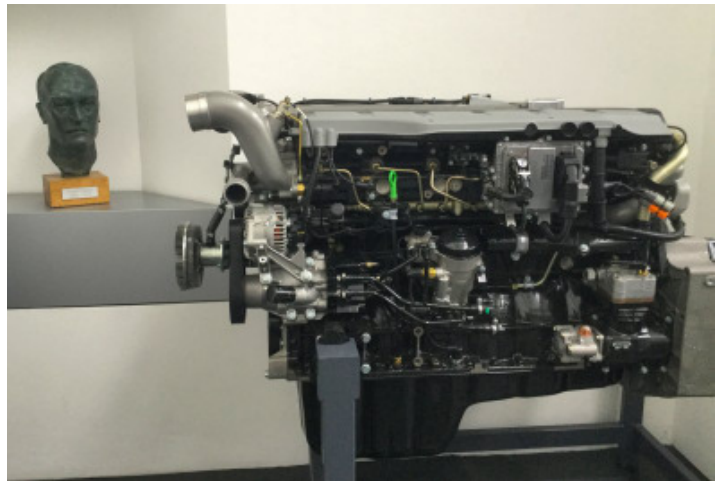
Not only Porsche and Lamborghini built tractors in the 1950s.

are made in Brazil by Volkswagen Trucks and Buses, which is actually a subsidiary of MAN.

The lion logo on the front of MAN trucks and buses comes from Büssing AG, another German bus and truck maker that MAN bought in 1971. The lion logo resembles the coat of arms of the city of Braunschweig (Brunswick), where Büssing was based. Volkswagen has had a components factory in Braunschweig since 1938, which made steering components for the KdF-Wagen!



A U-boat engine. The circular holes are for getting at the con rod bolts.



A MAN diesel engine from 2005. Rudolf Diesel looks on approvingly.

Today, MAN is composed of several divisions. MAN Commercial Vehicles includes MAN Truck and Bus and MAN Latin America, as well as MAN Force Trucks in India and a joint-venture with Sinotruk in China. MAN Power Engineering is made up of MAN Diesel and Turbo, and Renk AG propulsion systems.

Since 2013, the entire MAN group has been 100% owned by Volkswagen.

Rod Young

**MAN**





## Acceleration times are a bit nonsensical.

*Clarkson on Cars, 1996*

I spent half an hour in a computer shop this week and only when the salesman said 'goodbye' did I realise he hadn't been talking to me in Norwegian.

I don't know what DOS is. I don't know how many megabytes this Mac has, and even if I did, I wouldn't know whether it was a lot, or not. They say I need more Vee Ram. Gosh.

There is nothing wrong with this of course. Every group of like-minded people always dreams up a new language so that lesser mortals can't understand what they're on about.

Police people can have an entire conversation and you wouldn't recognise a single word. They call cars 'vehicles' and they never walk anywhere. They 'proceed'. Doctors are as bad, solicitors are worse. And then there's the world of film and television. I know what 'Roll VT' means and you don't, so I am brighter and cleverer than you.

I also know that a car which can get from 0 to 100 in five seconds is fast. And that a car which takes 14.7 seconds is likely to be a diesel Volkswagen.

You cannot be a car person unless you understand what 0 to 100 actually means. You need to be impressed when friends tell you that their new car does it in 6.9.

In the olden days we used to use 0 to 60 mph, but the metre-stick was dreamed up in continental Europe where road testers measure the time it takes for a car to accelerate from 0 to 100 kilometres per hour, which near as dammit, is 0 to 60 miles per hour so now the metric system is universal.

But we've always rejected the American habit of referring to the standing quarter, a stupid system which comes from their drag-racing scene. When someone says they have an eleven-second car, they mean that it gets from rest to a marker post a quarter of a mile away in eleven seconds which, incidentally, is pretty fast.

But it's myth-exploding time again because judging a car on its ability to get from 0 to 100 is completely daft.

First of all, you have to be absolutely brutal with the clutch and the gearbox in order to get the best possible time. And no car can stand treatment like that for long - the mile

straight at our Millbrook proving ground in Bedfordshire is littered with broken drive shafts and gearboxes and the air hangs heavy with the aroma of cooked clutch plates.

You see, what you do to get a car going quickly is build the revs up to, say, 4000 rpm and then you just move your left foot sideways off the clutch pedal. This means the full power of the engine is applied, very suddenly indeed, to the rest of the moving bits.

I once did six full-bore take-offs in an Aston Martin Vantage, whose undersides are tougher than the hinges of a seventeenth-century barn door. And on the seventh attempt, the diff exploded.



Now the Vantage has rear-wheel drive which is what you need for a fast start on grippy tarmac. Getting a powerful front-wheel-drive car off the line quickly is harder because if you drop the clutch pedal with too many revs, the wheels just spin. Too few and you're not going to get the best time. Too many attempts and something will break.

But let's just say you do manage to get rolling without a mechanical mishap; you are then faced with a gear change. And what you do here is simply wrench the lever from first to second without using the clutch.

Now come on, are you really going to do that sort of thing with your own car? Of course not, so you look in the back of a car magazine to find out. . . and it says your car does 0-100 in, say, 7.6.

Well, a few points spring to mind here. First of all you need to know whether the track was wet or dry when the road tester tried it because dampness underfoot can add a second, and a second in the world of 0 to 100 is an ice age.

Second, there may have been a bit of floor mat behind the throttle pedal when the run was timed.

Third, how many gear changes were needed? Some cars





can do 100 in second gear whereas others need another shift to get into third.

And finally, it doesn't really matter whether your car does it in 7.2 or 7.7. Just look at the second hand of your watch and tell me that half a second is a long time.

Top speed is equally meaningless. I regularly test cars on the two-mile runway at Greenham Common and you wouldn't believe how much difference a slight breeze can make. In a Lotus Esprit, I couldn't make it go faster than 195 km/h when going from east to west but the other way round, it damn near went off the clock. So what is the car's top speed? Haven't a clue.

Quite apart from the wind, I'm fairly sure the runway isn't completely level and anyway, I was relying on the speedometer which almost always lies. When my old Escort Cosworth said it was doing 225 km/h it was, in fact, travelling along at a mere 208 km/h.

So, if the 0 to 100 time is meaningless and you can't achieve your car's potential without breaking something, and if the speedo can't be trusted, and if a little wind can affect top speed so much, what measurement should we use?

I suggest four simple categories: terrifying, fast, average, and Volkswagen Diesel.

There are other advantages to this system too - non-car people will understand what we're on about.

## Clarkson's Highway Code.

The Highway Code is a very useful document but only if you accept that all other road users are friendly, cheery, obedient, Dixon of Dock Green type characters. Which they aren't. So here is a Highway Code for the real world.

### A flash of the headlamps

Confusing, this, as it could mean any of four things:

Hello, I am a friend of yours. Please feel free to pull out in front of me. Get out of your car and let's do pugilism. Look out, there's a police radar trap ahead.

### The horn

Much easier. If it's a series of short toots, then someone friendly is trying to attract your attention. Your response is an omni-directional wave. If it's a prolonged burst, then someone somewhere thinks you're an onanist. Put your foot down and get out of there.

### Indicators

When the car in front is indicating left, beware. If it's a Datsun, with a large floppy aerial on the boot, then you are behind a mini-cab driver who is lost. A left-hand indicator could mean that he is going straight on or right or even that he is not, in fact, going anywhere at all. What it definitely means is that he is NOT going left.

### Lane discipline

In towns, when at a multi-lane junction with traffic lights, never, ever, ever pull up behind a Nissan Micra. The driver will still be searching for his long-distance spectacles when the lights go green. Then he will forget to depress the clutch before trying to select first. Then he won't have the strength to disengage the handbrake.

### Pedestrians

Run them down. Pedestrians must learn that they don't pay road tax and have no right to be milling around on something that isn't theirs.

### Cyclists

Run them down and to make absolutely sure, back up and run them down again. Cyclists must be taught that they should stick to the side of the road and not try to weave around in the middle of it. Some even believe they're so fast that they're not being an inconvenience. Run them down to prove them wrong.

### Trucks

Always give way to any vehicle that's larger than you.

### Speed cameras

When you encounter a sign saying speed cameras are in operation, you can be assured of one thing. There are no speed cameras for a hundred miles, just a few grey boxes with flash guns in them. Drive very, very fast indeed to prove to the locals that the experiment isn't working.

### Buses

Never follow a bus because you will be asphyxiated by the fumes from its badly maintained diesel engine. Never try to overtake a bus either because just as you're alongside, it will lunge out and ram you. Bus drivers believe they can do this because of the tiny signs on the back of their vehicles advising other road users to let the bus go first.

### Bus lanes

Always drive in them, even when there's no real need.

### Mobile phones

When a policeman apprehends you for using a phone while driving, explain that you can't talk right now because you're on the phone.

### Yellow cars

Never go to bed with someone who has a yellow car. Anyone who has walked into a showroom and, from the vast range of colours available, selected yellow is not normal. For the same reason, give yellow cars a wide berth when overtaking them.

### Vans

If, on a narrow street, a van is coming the other way, it is your responsibility to get out of the way. Right out of the way. Unless you mount the kerb on your side of the road, and then park up in someone's garden, the van will remove your door mirror.

If this happens, don't get out of your car. At best, the van won't stop in which case you'll have wasted your time. At worst, it will stop. Then four baboons will climb out and beat you up a lot.

### Speed limits

In town, drive around at 25 km/h, ignoring the irate faces in your rear-view mirror. You're on the moral high ground.

On motorways, the traffic is never light enough to

permit 120 km/h. It was set in the days of Austin Cambridges and Dixon of Dock Greenery. Stick to 90 km/h and then you'll hear the quiet bits in the plays on Radio Four.

### Tow-away lorries

Do absolutely everything in your power to make their life difficult as possible. When collecting your car from the pound, be abusive. Make these people feel that being on the dole is preferable to their brand of government-sponsored, legalised theft.

Jeremy Clarkson

## How Porsche ruined the 911.

*James May's May on Motors, 2006*

Welcome, readers, to the most eagerly anticipated comparative road test of the last twenty years; a definitive distillation of two decades of inconclusive ramblings by some of the most boring people on earth. Yes, folks, it's Porsche 911 Carrera versus Porsche 911 Carrera.

On the left, the base-model 911 for 2005, the Carrera. On the right, in silver, emerging from the early morning fog just as the gleaming brand Excalibur was held aloft in the mists of Avalon by the mystic, wonderful, samite-cloaked hand of Nimue, my own car, the 1985 base-model Carrera. So - which is best?

Twenty years separate the two cars, and twenty-three years separate my car from the original. Pedants could even make a case for a direct link with the VW of the '30s, since the guts of the Beetle were used to create the post-war Porsche 356 and the basic layout of that car inspired the 911. But already we have arrived at the nub of what put me off buying a 911 for so long - namely, that 911 owners can be rather nerdy.

The '85 car is significant since in many ways it represents the last hoorah of the original, being essentially the same shape but mechanically improved and endowed with more bhp yet still bereft of power steering or any other driver aids that later served to banish the 911's reputation as a widow-maker. Shame.

(And here is another curious link I have just come up with. The Beetle, the true forefather of this car, was designed by Porsche but is generally regarded to have been loosely stolen from an air-cooled, rear-engined prototype built by Hans Ludwinka of the Czech company Tatra. Ludwinka also designed a rear-engined V8 monster called the T87, which was very popular with German officers until Hitler forbade its use, such was the toll its fearsome handling traits exacted on his senior staff. They had to make do with the Beetle-based Kubelwagen instead. A generation later, the ghost of the betrayed Ludwinka emerged in Porsche's 911, and promptly started lobbing the owners into ditches again.)

Sorry. Anyway, parking these two cars side-by-side demolishes any notion that the 911 is some sort of automotive immutable. Place any recent 911 next to its immediate predecessor and you will get a sense of its gentle evolution.



But separate them by four generations, as we do here, and you can see that there is not a single component in common between the unadulterated '80s thoroughbred and the lumpen approximation claiming to be its rightful heir. Even the badge is different. The only constant in this equation is that the engine is still in the back, but that's at best just bloody-mindedness and at worst a pathetic attempt by Porsche to fake a spiritual relationship between the new 911 and the sort of car they produced in their heyday (which, in case you hadn't worked it out, was 1985).

Toyota has attempted a similar stunt with the Corolla, claiming that the same car has been around for half a lifetime. No one is fooled there, and I'm not fooled here. Just because the new 911 feels, in essence, like the old one, and the engine makes the same sort of noise and vibrates the viscera in the same way, and the front end still feels as lively as it ever did, doesn't mean there is any significant similarity between the peerless silver car and the tawdry appliance on the left spoiling your view of it.

Yes, they've mimicked the instrument layout of the old car in the new, but again, I'm not going to be swayed by mere tinsel. The heating and ventilation works perfectly in the 2005 car, revealing that Porsche in fact has no sense of its recent heritage.

Of course, the later car is technically faster and more stable, and has superior brakes, but these are hardly the attributes the connoisseur demands of a true sports car. We want the unalloyed pleasure of bowling along a B road, seemingly propelled by just a handful of moving parts thumping away in the back somewhere, and at the mercy of wonky stoppers if it starts raining. We don't want to feel that we can climb into a Porsche and emerge unruffled in Monte Carlo. The best 911 ever, then, is the 1985 3.2 Carrera.

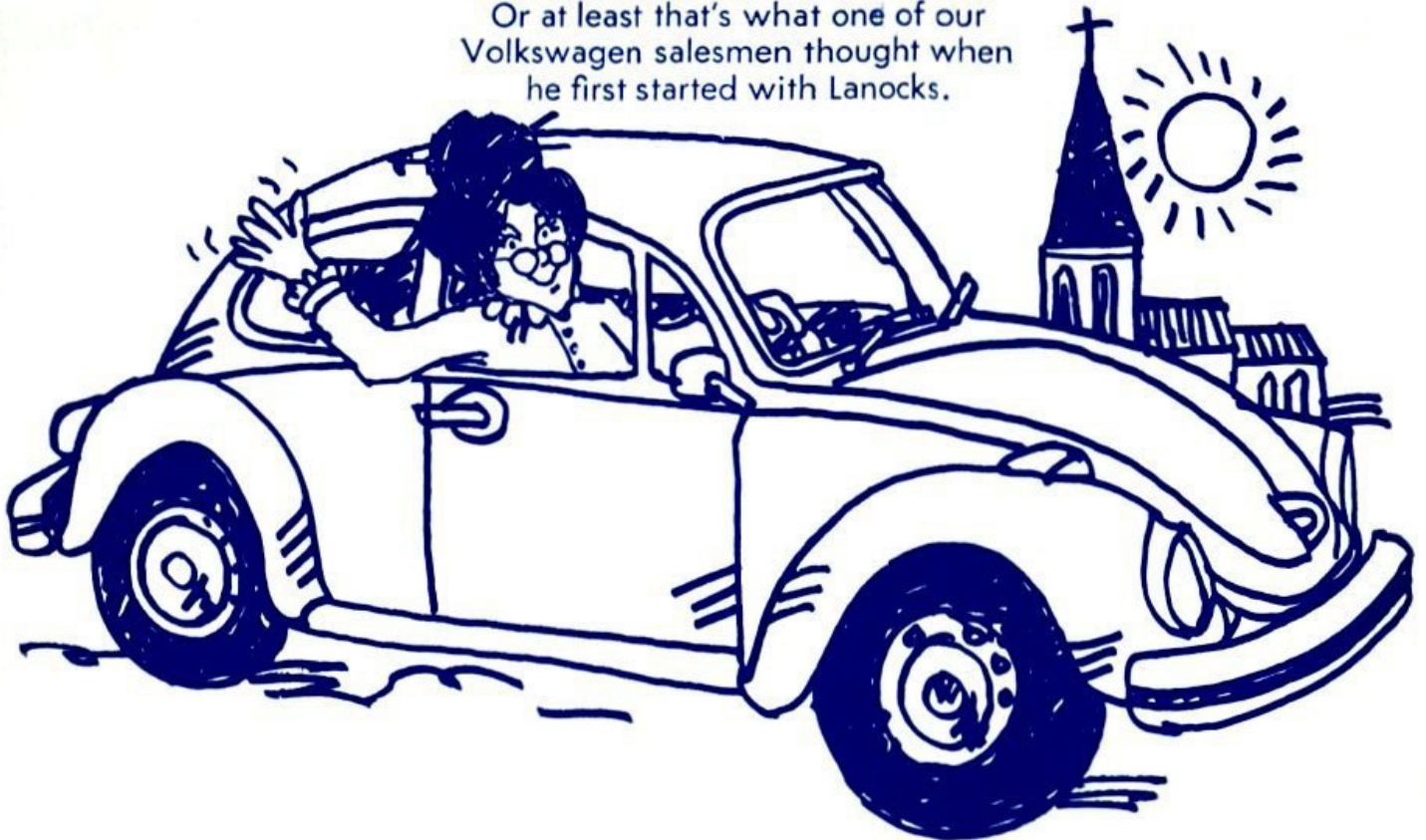
Curiously, I've just been reading *C20th Cars* by Hilton Holloway and Martin Buckley. It features a smattering of 911 variants, but not the one representing the apex of its development, which was the 3.2 Carrera of 1985. This book is therefore rubbish and not recommended.

James May



# The Sad Story of a Lanock Motors car salesman.

All you need to sell cars  
is a glib tongue and a poker face.  
Or at least that's what one of our  
Volkswagen salesmen thought when  
he first started with Lanocks.



He'd come up through the ranks. Started out washing cars, delivering them — all that sort of thing. And while he was learning the nuts and bolts he kept an eye out to learn all the tricks of the trade, from the old pros. He even compiled a list of phrases that were sure fire sales winners. Phrases like "Little old lady", "Church on Sundays", "Going overseas and had to sell it".

But our salesman had to change his ideas when he came to Lanock Motors. It almost broke his heart when we told him he didn't really have to "sell" Volkswagens. They virtually sold themselves because most of our customers had already owned at least one Volkswagen before and all they really needed to know was the new improvements and the trade-in deal they were going to get for their old Volkswagen. And even that part was easy because Lanock Motors sell more new and used

Volkswagens than anybody else so it stood to reason that Lanocks were in a better position to give better deals. No glib tongue or poker face needed.

So now all he has to sell is a good car and a good reputation. Which beats the "Little old lady" sales pitch every time.

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