

Zeitschrift



Driving the VW Arteon.

March 2018

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Ampol Trial VW
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The Legend Never Dies

Club VeeDub Sydney.
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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VW Motorsport Committee:	John Ladomatos Craig Adams Norm Robertson (JP)	Brian Walker Martha Adams Eddie Fleita
General Committee:	Shirley Pleydon Zelko Jurkovic Conie Heliotis	Charlie Attard Leanne Woods

Canberra Committee.

Chair:	Willie Nelson chair@canberra.clubvw.org.au
Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Treasurer:	Bruce Walker vwevents@dodo.com.au
Registrar:	Willie Nelson
Council/Events:	David Cook
Social Media:	Dorothy Bryan
Merchandise:	Jacqui Stenhouse merchandise@canberra.clubvw.org.au

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

30 VW Nationals.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



All-German Vehicle SHOW and SHINE

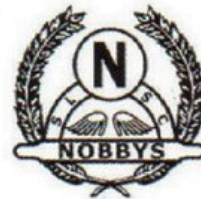
Wickham Pk cnr Maitland Rd
& Albert St Islington 2296
Entry via Albert St
Sat 17th March 2018



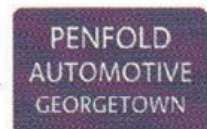
Mercedes Benz - BMW - NSU
Borgward - Goggomobile - Volkswagen
Porsche - Audi - Messerschmitt

If you own a Classic or modern German vehicle
come along to this charity event
supporting Nobbys Surf Lifesaving Club!

Registration Fee: \$15 per vehicle (on the day)
All cars will be in the running for a fantastic prize or trophy.



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For further information go to:
www.mbccc.org.au



MBCCC Mercedes Benz Classic Car Club

Kurri Kurri nostalgia festival

WELCOME TO THE 2018 KURRI KURRI NOSTALGIA FESTIVAL

Kurri Kurri Nostalgia Festival is made possible through the hard work of many volunteers and community groups and the support of Cessnock City Council and our sponsors.

• SHANNON'S SHOW & SHINE •

SUNDAY 25 MARCH 2018

Lang & Barton Streets

Shannon's Show & Shine is a highlight of the Kurri Kurri Nostalgia Festival with two days of classic cars and hot rods lining the streets in the town centre.

Enjoy the display of immaculately maintained and presented vehicles from pre 1978, from 9am Sunday (up to 500 cars). Trophies are awarded to the top 10 cars on Sunday.

Thanks to our Show and Shine sponsor Shannon's Insurance and our prize sponsor Autobarn Maitland.

Say hi to Mick and his team at the Shannon's Insurance tent near the roundabout at the top of Rotary Park both days. Check out the Autobarn display in Lang Street on Sunday. Don't miss the special movie theme car display by **Lost in the 50s** on Sunday.



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SHARE THE PASSION



Jeff and Phil's



SLOT-CAR CHALLENGE

Saturday 21 April

at the SLOT SHOP

293 Princes Hwy Arncliffe

From 6pm

Club Veedub has booked out the SLOT SHOP (they are VW Nationals sponsors) for 3-4 hours in the evening.

We will have the place to ourselves!

Scalextric cars included (you choose), or bring your own. Several tracks and 30 colour-coded lanes to choose from. Computer-controlled timing and scoring.

Dedicated Slot Shop host to host to ensure maximum rotation and racing for everyone. You'll get lots of time

Spouses and (older) kids welcome

\$20 per head (\$5 kids) on the night

ARE YOU OUR CHAMPION SLOT CAR RACER??



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2018

**ANDY ROBERT'S
5TH ANNUAL VW FAMILY PICNIC DAY
SUNDAY 29TH APRIL
AT VW HQ: 10 SOUTH ESK DRIVE SEAHAM
FROM 10AM**

**Come one come all to this charity event to
celebrate all things Volkswagen.
At Australia's biggest private Volkswagen
spectacular. With lots of stalls, sausage sizzle
& games for the kids, this is a must see
event for any Volkswagen enthusiast.**

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EAGLES**



For Further Info Contact Andy 0407 016 903

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Berry

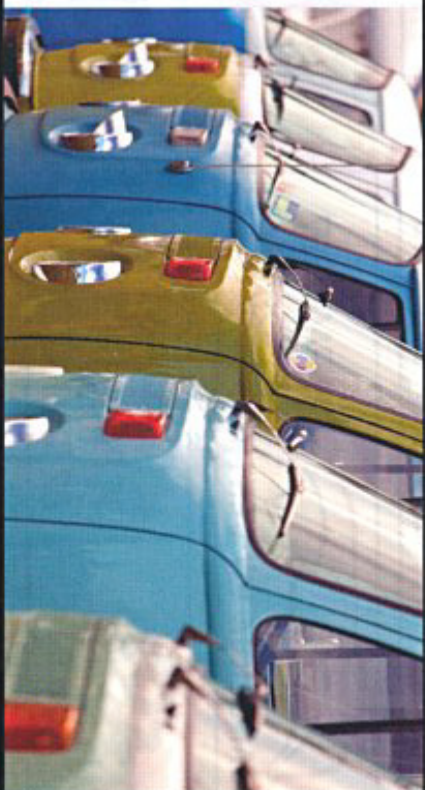
Blast

From

The

Past

Sunday 6 May 2018 at the Berry Showground held in conjunction with the Berry Markets.



Vehicle entry is \$20 with gates open from 9am.

People's Choice Award and raffle draw at 1pm.

Gold coin donation for public entry.

Camping is available at the Showground, contact the caretaker directly on 0427 605 200



All proceeds of the show donated to Can Assist - Cancer Assistance Network

Proudly supported by Rod Penrose Racing



For more information please contact Dave Becker on 0402 003 965





VW Nationals

SYDNEY 2018 AUSTRALIA

Saturday 26 May
Supersprint Sydney
Motorsport Park

Sunday 27 May
Show Day Fairfield
City Showgrounds

clubvw.org.au - Call David Birchall 02 9534 4825

Von dem Herrn Präsident.

Hi all, can't believe it's autumn already.

I wasn't able to attend the Gerringong Motorfest held in February but I hear that it was very successful. At that time my son and I were drifting at Raleigh Raceway. Check out the report and photos in this issue.

As I write this report the Thirlmere Festival of Steam is about to take place. It's been rainy the last few years so hopefully it will be a bit sunnier this time. Report and photos next issue.

Later in March some of our members will be going to the Newcastle All German Day, and the Kurri Kurri Nostalgia Festival to which we have been invited. See the calendar for more details if you'd like to go along.

In April Jeff and Phil are organising the VW Club Slot Car challenge, which will be on Saturday night 21 April, from 6pm. This will be at the Slot Shop at Arncliffe, one of our VW Nationals sponsors. We will have the place to ourselves for several hours, \$20 each for as many races as you like. Spouses and (older) kids welcome too.

Also in April the Roberts family are again opening their home to all things Volkswagen. If you haven't been before this is a must attend event, Sunday April 29th for the VW Family Picnic Day 2018, at 'Andemar', 10 South Esk Drive, Seaham.

In May there are two events. On Sunday 6th there is the annual Blast From The Past VW Show at Berry, hosted by the Shoalhaven VW Club. Then of course the event you have all been waiting for, the VW Nationals 2018. We desperately need flaggies for the Supersprint on Saturday! We are offering a \$100 Bunnings voucher for all helpers at the Supersprint. Contact Craig Adams if you can help out.

Planning is well underway for the big day at Fairfield and all details will be on the website soon. We will need some help setting up and packing up, and during the day. If you can lend a hand at either Sydney Motorsport Park or Fairfield it would be much appreciated. Please let us know.

There are lots more events coming up, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

The Canberra Chapter guys and gals have been enjoying the beautiful late summer weather, getting out in our cars when possible and attending a few events.

We recently held the Chapter's AGM, with a cruise out to the Lake George Hotel at Bungendore as the venue. I would like to take this opportunity to publicly thank all the 2017 committee members for their efforts and support throughout

the year. Without the tireless work of all these volunteers on the committee, the club would simply not operate.

We discussed all positions to ensure they are all still relevant in an effort to make sure the club is delivering what the members want in this day and age. A few changes and a few continuing positions on the committee resulted once all the voting was done and the new committee are keen to get on with the job to support the local VW community. The committee for 2018 is as follows:

Chairman: Willie Nelson
Secretary: Mandy Conway
Treasurer: Bruce Walker
Registrar: Willie Nelson
Council/Events: David Cook
Social Media: Dorothy Bryan
Merchandise: Jacqui Stenhouse

Another event in February was the Hoist / Workshop day at Canberra VW Centre – Tuggeranong. This proved an excellent event where we were able to see our cars up on a hoist and have everything underneath inspected and described by Michael, owner of the business. A full event report can be found later in the magazine.

We also had club members attend the Shannons Cars, Bikes and Coffee event at the Old Bus Depot in Kingston. Once again this proved a very popular event for all car enthusiasts in Canberra, with many beautiful cars on display.

For our chapter members; please keep an eye on our Facebook page "Club VeeDub Canberra Chapter" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the facebook page and invite members to also post VW related info. The facebook page is also a great way to get in contact with the committee with any enquiries you may have.

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).

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 for the latest information and any changes.**

March.

Saturday 10th:- Tea Gardens Motorfest 2018, at Myall Park Sports Reserve, Yamba St Hawks Nest. Exhibits of veteran, vintage, classic and unique cars. Volkswagens are invited to attend! Displays by surf lifesaving club, fire brigade, ambulance. Market stalls, live entertainment, food and drink stands. \$10 car show entry, with 16 trophies to be won. Cars to be in place by 9:45am for show opening at 10am, trophies

awarded at 1pm. See www.teagardensonline.com.au for those coming from Sydney we recommend coming up the evening before and staying in a local motel.

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.

Saturday 17th:- Newcastle All-German Show and Shine, at Wickham Park, Islington. Enter via Albert St. All German makes are welcome! If you own a classic or modern German vehicle, come along to this charity event supporting Nobby's Surf Lifesaving Club. Entry \$15 on the day, 7:30am to 3pm.. All cars are in the running for a fantastic prize or trophy. Hosted by the Mercedes Benz Classic Car Club. Go to www.mbccc.org.au for more info.

Sunday 25th:- Shannon's Show & Shine, part of the famous Kurri Kurri Nostalgia Festival. Classic cars and hot rods lining the streets around Rotary Park in Kurri Kurri's town centre, transformed into a bygone 50's and 60's era. Over 150 retro markets stalls and food vans, lots of free entertainment, rock n roll dance demonstrations, main stage performances, talent quests, feature bands, fashion parades, best dressed competitions, side show alley and much more. Plus nightly events with lots of great 'rock n roll' and 'rockabilly' dances at local venues. The Show n Shine is open to all classic cars from pre-1978, from 9am Sunday (up to 500 cars). \$10 entry. Prizes are awarded to the top 10 cars on Sunday. Pre-entry is required; go to www.kurrikurrinostalgiafestival.com.au/whats-on/shannons-show-shine/ for all information. Group parking for Car Clubs – remember to put 'Club Veedub' on your pre-entry form.

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

April.

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

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Saturday 21st:- Jeff and Phil's VW Slot Car Challenge at The Slot Shop, 293 Princes Hwy Arncliffe, from 6:00pm. We have the place to ourselves for 3-4 hours! \$20 entry per person for as many races as you can handle. Multiple giant tracks and 30 colour-coded lanes to choose from. Cars, controllers and computer lap counter and scoring system provided. Plenty of

Scalextric VWs to chose from (and other makes too), or bring your own. Partners and kids welsome to come and race too. Are you the fastest VW slot car driver?

Sunday 29th:- VW Family Picnic Day 2018, at 'Andemar', 10 South Esk Drive, Seaham NSW (turn off at Raymond Terrace). From 10am. Come one, come all to this charity event to celebrate all things Volkswagen, whether classic air or modern water. Australia's biggest private VW show. Sausage sizzle, stalls, lots of activities and awards for everyone. Who will be this year's hubcap toss champion? Contact Andy on 0407 016903 for more info.

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

May.

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

Sunday 6th:- Berry Blast From The Past show at Berry Showgrounds. gates open at 9:00am. \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. Car Of The Day and raffle draw at 1pm. All funds to Cancer Assistance Network. Berry Markets to explore as well. Hosted by the Shoalhaven VW Club, contact Dave Becker on 0402 003965. **Join the Club VW Convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:30am departure. It's 135 km and 1hr 40 min to Berry via Wilton, Mt Ousley, Wollongong and Kiama.**

Thursday 10th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).



Supersprint Team Members wanted!

On Saturday 26 May Club Veedub is again holding its annual VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek South Circuit.

We are calling out for volunteers to help out on the day. We desperately need flaggies! Volunteers get to go trackside, grid area, scrutineering, etc and get provided with lunch and a drink. We are also offering a \$100 Bunnings voucher for all helpers at the Supersprint.

We are hoping that within our Club's almost 500 members, we should be able to rustle up about 20-25 volunteers. If Club members are unable to help out on the day, you may know other members of other clubs who may be able to help.

Please contact Craig Adams if you can help us out.

Craig Adams 0404 184 893
craig.adams71@bigpond.com

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 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 David Birchall on (02) 9534 4825 or email david@clubvw.org.au 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. Phone David Birchall on (02) 9534 4825 or email david@clubvw.org.au for more information.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

June.

Friday 8th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports 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. 8:00pm start.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

July.

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

Sunday 8th:- Bugs and Buses By the Bay 2018. NEW VENUE! Toronto Lions Park, Anzac Parade Toronto (off Main Rd), on the sunny shores of Lake Macquarie. From 10am in time for lunch! All Volkswagens welcome, old and new. Get your VWs and picnic baskets out and come along for a day out with your VW friends, BBQs and shelters in the park, plenty of shady picnic spots and a playground for the kids. The first 30 VWs will each receive a free coffee! Contact Rose and Ian on 0427 550203 for more info.

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

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

Marktplatz.

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

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

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

New Ads.

Wanted:- Hello just wondering if any one in the group would have **67 Type 3 parts** for sale? I'm after fresh air control boxes with cables. I have tried one already but still going. If you can help, please contact Mr Matthew Wright on 0433 428448 or email matthewwright520@gmail.com

For Sale:- 76 VW Beetle project. Completely restored body to professional standard. NO RUST! NO BOG! Silver sound deadener to interior cabin & engine bay. Over \$7000 worth of NEW parts with receipts, including chromed components - * Rear vent grill * Front and rear bumpers * Trim NEW with receipts: * Carpet set * Exterior mesh sun visor * Rear window blind * Seat cover set * Seat foam cushions * Carburetor parts Also includes: * 1 complete chassis with engine (was running) * 1 complete engine ready for restore * 2 donor bodies * Fiberglass and steel guards * 5 spoke alloy rims * Original & NEW windows (some with window flaps) * Multiple doors, bonnets, and boot lids * 1000s of parts! \$10,500.00 Located in Stewarts River (near Taree), NSW. Call IRENE for an inspection on 02 6556 5040 or email CHRISTENE.STOROK@det.nsw.edu.au

2nd month ads.



For Sale:- 1968 1500 Beetle, 1500 single port / ball joint disc brake front end, swing axle rear end. Brand new tyres, newly fitted seat belts / child seat. Sale: \$7500. Contact Carly Walton at gowild@live.com.au

For Sale:- Weekend rust repairs, specialising in VWs, located in Western Sydney. Saturday and Sunday work to repair your VW. Call or send pictures for a quote to Andrew Clements 0400 382222 or email me at andrew@mirageprojects.com.au

Wanted:- Photos of your VW. My name is Georgia Webb and I am the publishing assistant at Pan Macmillan. We are publishing a book on Australian cars by former Wheels editor and author of Holden: Our Car, Toby Hagon, and we would like images of your VW Beetle, VW Kombi etc for possible inclusion in the book. If you could send me a JPG photo of your VW, with a short description, that would be fantastic. Thank you, Miss Georgia Webb (Pan Macmillan Australia). Phone (Business Hours) 9285 9167 Email georgia.webb@macmillan.com.au

For Sale:- Two (2) Kombi single cab pickups, mid-70s vintage. One white, one green. Stored on property at Greystanes. Both of them run. Both complete including gates. Both have rego. Phone Clive on 0419 430488.

For Sale:- Four (4) VW wheels, early Kombi 15" wide fives. Need good cleanup. Make me an offer. Phone Derek on 0448 522976.



For Sale:- 1989 VW Transporter. It has a reconditioned motor done by Penfolds Newcastle, only done 1000 km since. New front brakes and bearings. Dual LED light bar. Converted to camper style with bed in back plus some storage. Dual battery setup with 1200 watt inverter. Kings awning. LED lighting interior. Rego till mid-July. New battery. Runs really well haven't had any problems since new motor great little camper. Would like to get \$10000 out of it negotiable. Located at 127 Griffith St Mannerling Park NSW. Phone Ethan on 0474 146477 or email Lanky2@hotmail.com



For Sale:- 1996 VW Passat VR6. Strong and reliable 2.8-litre VR6 engine, only 162350 km. Always garaged, sensibly driven and well maintained by only 2 mature & very fussy proud owners. 160,000 km major service completed, including - new fuel pump & filter, all new engine mountings & drive belt. New battery. New headlining. Service records with receipts. Lovely to drive, this RARE shiny metallic black beauty, is looking for a caring home with garage. Only \$5950 ono. Contact Tony on 0415 240902 or email tcdragon52@gmail.com

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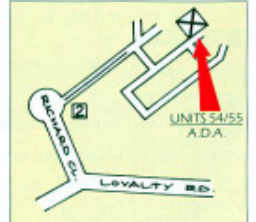
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Golf GTI Original and Golf R Grid.

The Volkswagen Golf GTI Original and Golf R Grid editions have arrived in Australian VW dealer showrooms, making the performance Golf more affordable than ever.

Pricing kicks off at \$37,490 plus on-road costs for the GTI Original, and \$47,490 for the Golf R Grid.

First up is the three-door only GTI Original, which Volkswagen says was created to satisfy the “clamour” of fans that have long demanded a ‘pure’ three-door GTI with basic specification.

Standard features include tartan seat trim, 18-inch ‘Sevilla’ black alloy wheels with red pinstriping, ‘Original’ badging, an 20.3-cm touchscreen infotainment system with Apple CarPlay and Android Auto (but no factory navigation), along with city-speed autonomous emergency braking and pedestrian detection.

Under the bonnet is the same 169 kW/350 Nm 2.0-litre turbo petrol as the regular GTI.

The removal of certain luxury items and the rear doors means the GTI Original is some \$4500 cheaper than the manual GTI five-door, though you only have two colour options – Pure White or Tornado Red.

A six-speed manual transmission is standard, though a six-speed DSG with paddle shifters can be had for \$39,990.

For those wanting a little more oomph, there’s the Golf R Grid, which kicks off from \$47,490 for the manual-equipped five-door hatch.

The Grid forgoes the fancy 31.2-cm Active Info Display and leather seat trim that’s standard on the Golf R, though it still gets Alcantara-trimmed sports seats, a (smaller) 20.3-cm infotainment system with navigation and smartphone mirroring, 19-inch alloy wheels, and the same 213 kW/380 Nm 2.0-litre turbo petrol engine as the more expensive version.

Volkswagen is offering the Golf R Grid in two versions: five-door hatch and wagon (above). The hatch is available with both a six-speed manual and a seven-speed wet-clutch DSG (\$49,990), while the wagon is DSG-only (\$51,990).

With the introduction of the Golf GTI Original and Golf R Grid, the performance Golf’s local line-up now stands at six trim levels and 13 variants in total – including three body styles.

“Extraordinary claims are being made for supposed rivals that are not yet on sale,” says

Volkswagen Australia’s MD Michael Bartsch. “While any skunkworks can turn out a track day special, the expertise and experience required to engineer a GTI or an R – cars that also excel in the real world – is rather more hard won.” He’s clearly taking a shot at several upcoming rivals like the Hyundai i30 N and Renault Megane RS.

“When you’ve owned a GTI or an R,” he added, “it’s difficult to settle for anything less.”

Volkswagen Golf GTI and Golf R pricing (excl ORC):

GTI Original (3-dr) – \$37,490/\$39,990 (6MT/6DSG)

GTI (5-d) – \$41,990/\$44,490 (6MT/6DSG)

GTI Performance Edition 1 (3-dr) – \$47,990 (7DSG)

R Grid (5-dr) – \$47,490/\$49,990 (6MT/7DSG)

R Grid (Wagon) – \$51,990 (7DSG)

R (5-dr) – \$53,490/\$55,990 (6MT/7DSG)

R (Wagon) – \$57,990 (7DSG)

R Wolfsburg (5-dr) – \$57,990 (7DSG)

R Wolfsburg (Wagon) – \$59,990 (7DSG)

2018 Polo details.

Australian pricing and specifications for the 2018 Volkswagen Polo range have been revealed this week, with VW’s all-new light hatch to kick off at \$17,990 before on-road costs when it arrives in showrooms next month.

The sixth-generation of Volkswagen’s light car comes in at just \$800 more than the vehicle it replaces, despite being larger in every dimension, more powerful and featuring more equipment.





The Polo Launch Edition is powered by the same 85 kW / 200 Nm 1.0-litre petrol as the Comfortline, available in both six-speed manual and seven-speed DSG guises (\$22,990).

In terms of options, choices are limited to metallic paint (\$500, all models) and the Driver Assistance package (\$1500, Comfortline and Launch Edition).

The Trendline and Comfortline are available in Pure White, Reflex Silver (M), Energetic Orange (M), Limestone Grey (M) and Deep

Black (M). Meanwhile, the Launch Edition is offered in Pure White, Energetic Orange (M) and Limestone Grey (M).

Opting for the Driver Assistance package on Comfortline and Launch Edition variants adds driver-assistance features like adaptive cruise control, blind-spot monitoring with rear cross-traffic alert, power folding door mirrors and a proactive occupant protection system.

With this package, the Polo joins a select few in the segment that offer adaptive cruise control – the current crop only including the Skoda Fabia and Suzuki Swift.

Volkswagen Australia has confirmed a sporty R-Line package will be offered mid-year, as will the Active Info digital driver display.

The Volkswagen Polo '6' range is available to order now, with first deliveries arriving early next month.

2018 Volkswagen Polo pricing:

70TSI Trendline – \$17,990/\$20,490 (5MT/7DSG)

85TSI Comfortline – \$19,490/\$21,990 (6MT/7DSG)

Launch Edition – \$20,490/\$22,990 (6MT/7DSG)

At launch, three trim levels will be available – Trendline, Comfortline and Launch Edition – all featuring a new 1.0-litre three-cylinder turbo petrol engine mated to either a five-/six-speed manual or seven-speed DSG.

The entry-level Polo Trendline gets the lower-output 70TSI version of the 1.0-litre motor, putting out 70 kW and 175Nm of torque (up 4 kW and 15 Nm than before) – the latter available from 2000 to 3500rpm. Claimed 0-100 km/h is 10.8 seconds with both transmissions, while fuel use is rated at 4.8 L- and 5.0 L/100 km for the five-speed manual and DSG (\$20,490) respectively – same as before for the manual and up 0.2 L/100 km for the DSG, compared to the outgoing 66TSI.

Standard equipment includes 15-inch steel wheels, city-speed autonomous emergency braking (AEB) with pedestrian protection, tyre pressure monitoring, driver fatigue monitor, leather multifunction steering wheel, a 20.3-cm infotainment system with Apple CarPlay and Android Auto, along with a rear-view camera.

There's also bluetooth phone and audio streaming, two USB ports, cruise control, manual air conditioning, power windows, heated electric exterior mirrors, and a split-folding rear seat.

Next in the range is the Polo Comfortline (from \$19,490), which comes as standard with the more powerful 85TSI version of the 1.0-litre turbo, developing (you guessed it) 85 kW of power and 200 Nm of torque (up 4 kW/25 Nm) – the latter on tap from 2000 to 3500rpm.

With the more powerful engine, 0-100 km/h is dispatched 1.3 seconds quicker (9.5 seconds) – though 0.2 seconds slower than the outgoing model – while fuel use is rated at 5.1 L/100 km with the manual and 5.0 L/100 km with the DSG (\$21,990). Both figures are 0.2 L more than the previous 81TSI.

Additional specification over the base car includes 15-inch alloy wheels, automatic headlights and wipers, an auto-dimming rear-view mirror, front centre armrest, and nicer 'comfort cloth' upholstery.

Finally, there's the Polo Launch Edition (from \$20,490), which will serve as flagship until the high-performance Polo GTI and Polo Beats arrive in mid-2018.

Over the Comfortline grade, the Launch Edition gains 16-inch alloys, wireless phone charging, rear privacy glass, front fog-lights, and tinted LED tail-lights.

Crafter now here.

The first of the new-design 2018 Crafter large van models, the Volkswagen Crafter Runner, has arrived in Australia, starting at \$48,490 before on-road costs.

Available in both medium- and long-wheelbase bodies (\$51,990), the Crafter Runner is the first version of the all-new van to arrive Down Under, with the wider range to slowly make its way to Australia.

Headlining the generational upgrades is an all-new



platform developed in-house, while the previous version was a co-sharing arrangement with Mercedes-Benz. Previous Crafters had VW engines but were built in Mercedes-Benz's Dusseldorf and Ludwigsfelde plants. The new Crafter is a VW-MAN co-design and is built in VW's brand new plant in Wrzesnia, Poland, not far from VW's Caddy factory in Poznan.

The styling is now 'VW family', with crisp sides and rear and a 'grown up' T6 Transpoter-style nose. The floor sill has been lowered by 100mm for easier loading, while also reducing the step-up into the vehicle, along with wear and tear.

For Australia the Crafter Runner comes equipped as standard with city-speed autonomous emergency braking, front and rear parking sensors, a rear-view camera, and a 20.3-cm touchscreen infotainment system with Apple CarPlay and Android Auto.

Other features include front, side and curtain airbags, hill-start assist, crosswind assist, driver fatigue monitor, daytime-running lights, 16-inch steel wheels with full-size spare, 'Austin' cloth seats, two 12V sockets in the dashboard, and a multi-function steering wheel.

Powering Volkswagen's largest van is a 2.0-litre four-cylinder turbo-diesel putting out 103 kW of power at 3500 rpm and 340 Nm of torque at 2000rpm.

Drive is sent to the front wheels via a six-speed manual transmission.

Only one colour is available – Candy White – and there are no options listed.

The Volkswagen Crafter Runner is on sale now, as the introductory model. The wider range to launch in April, featuring a wider range of engines and transmissions, body styles and trim combinations.

2018 Volkswagen Crafter pricing:

Runner MWB (std roof) – \$48,490

Runner LWB (high roof) – \$51,990

Amarok Dark Label coming here.

The Volkswagen Amarok Dark Label special edition has been confirmed and detailed for the Australian market, ahead of a local launch in April.

Limited to 500 units nationally, the Dark Label is positioned between the Highline and Ultimate variants of the VW pickup, though pricing is yet to be confirmed.

Specification highlights include 'Vienna' leather trim, heated front seats, a matte black sports bar and side steps, black wheel arch flares, special 18-inch anthracite alloy wheels, and a full black interior including the headliner and pillar trims.

Under the bonnet is the 3.0-litre V6 turbo-diesel shared with other Amarok variants, along with various models from the Audi and Porsche stables.

Outputs are rated at 165 kW and 550 Nm, with power jumping to 180 kW on overboost for short periods. Drive is sent to a permanent four-wheel drive system via an eight-speed automatic transmission.



The confirmation of the Amarok Dark Label for our market comes after the special edition was first shown at last year's Frankfurt motor show, complete with 'Indium Grey' matte paint and two tunes of the V6 turbo-diesel – for the European market at least.

Once again, Volkswagen has some fighting words hidden in its release about the special-edition ute, with local director for commercial vehicles, Carlos Santos, taking aim at the upcoming Mercedes-Benz X-Class.

"We've heard about this Mercedes-Benz collaboration with Nissan," he said, "Don't worry – the Amarok is not about to be left behind by the X-Class."

Golf 8 here in 2020.

The next-generation Volkswagen Golf 8 has been confirmed for 2019, according to an announcement made at VW's Supplier Summit in Germany for the upcoming model.

Auto Express reports that first examples of the next-generation Golf will roll down VW's Wolfsburg production line in 75 weeks, which works out as August 2019, the start of VW's normal yearly upgrades.

With that in mind, it's logical to expect the new Golf to be revealed sometime before then, perhaps at the Paris motor show in October this year, or more likely at the 2019 Geneva motor show in March next year.

"The next Golf will take Volkswagen into the era of fully connected vehicles with extended autonomous driving functions," said Karl-Heinz Helf, Volkswagen's small car boss.

"It will have more software on board than ever before. It will always be online and its digital cockpit and assistance



systems will be the benchmark in terms of connectivity and safety.”

The Golf 8 is expected to offer a 48V mild-hybrid option, while also receiving a total redesign of the cabin in preparation for “the next generation of connectivity and digitisation”.

“It’s a revolution. It’s really a total digital environment; the only analogue aspect is basically the steering wheel,” said Klaus Bischoff, Volkswagen’s design boss.

With that in mind, we can expect the current Golf’s flagship infotainment screen and Active Info Display digital driver’s instruments to be more widely available across the range, rather than being a cost-option for higher-grade variants.

Underpinning the new small car will be an updated version of the current car’s MQB architecture, meaning the core engine range should remain similar, though the e-Golf will likely be killed off in the next iteration due to the imminent release of the all-electric I.D. family.

Meanwhile, the Golf GTI and Golf R will likely get big power bumps – 186 kW and 260 kW respectively are the estimates – and the plug-in hybrid GTE (below) should also be offered.

As for Australia, Volkswagen Australia’s corporate communications boss said it’s a little early for Australian details, though the new model is still around two years away.

“We wouldn’t expect to see it here until 2020,” he said.

Multivan Kombi 70.

The special-edition Volkswagen Multivan Kombi 70 has been detailed ahead of its local launch, priced from \$64,990 drive-away.

Limited to just 120 units, the Kombi 70 is based on the Multivan TDI340 Comfortline, and comes exclusively with a DSG transmission.

The special model celebrates 70 years “since the conception” of the original Kombi van, adding a range of retro-styled equipment to celebrate the milestone.

Headlining features include the choice of two-tone paint options – including the eye-catching Candy White/Curcuma Yellow pictured – 18-inch ‘Disc’ alloy wheels.

Wood-effect flooring, Alcantara upholstery and the Good Night package – which includes fabric blinds,



Multiflex bed extension, washable bed cover, rechargeable mini flashlight and three drawers underneath the three-seat bench – are also included.

There’s also LED headlights with LED daytime-running lights, and electric power-sliding rear doors with power latching.

Buyers can get their hands on a Kombi 70 from this month, priced from \$64,990 drive-away.

The Editor comments - It’s a pity that VW’s modern marketing people are unfamiliar with the Transporter’s history and anniversaries – it isn’t 70 years at all.

The original T1 Transporter was first revealed in Germany in November 1949 and went on sale in March 1950, in van versions only. The Kombi and Microbus followed in June 1950, the Deluxe Microbus in June 1951, the Ambulance in January 1952 and single-cab Pickup in September 1952. No models were sold in Australia until 1954. The ‘Multivan’ model was one of the many 1980s European T3 Transporter variations, but wasn’t sold here. The Multivan didn’t appear in Australia until the T5 model in 2005; prior to that it was the Caravelle.

The ‘conception’ they refer to is the notebook sketch made by Dutch VW importer Ben Pon during his tour of the Wolfsburg plant in April 1947. It shows an idea for a full-body version of the custom-built Beetle-based Plattenwagen truck that was used to move parts around the factory. But the Transporter that appeared in 1950 did not use a Beetle floorpan – it got its own unitized body shell and a whole new model designation – Type 2. The ‘conception’ idea is inconsistent and weak at best.

We celebrate the birth of the Type 3 in 1961, the Superbug in 1971, the T2 Kombi in 1968, the Golf and Scirocco in 1974, the Golf GTI in 1976 and Golf Diesel in 1978, the years they first went on sale. Work started on the Golf in the late ’60s but no one cares. What’s with this ‘conception’ rubbish?!? Why not be happy with 1950 for the Kombi’s birth date, when it first went on sale? That makes it 68 this year!

We went through all this 10 years ago when VW were trying to claim the Kombi’s 60th birthday in 2007. Wrong! Read the November 2007 issue of Zeitschrift for the detailed story.

www.clubvw.org.au/november-2007

Handouts for EVs not sustainable.

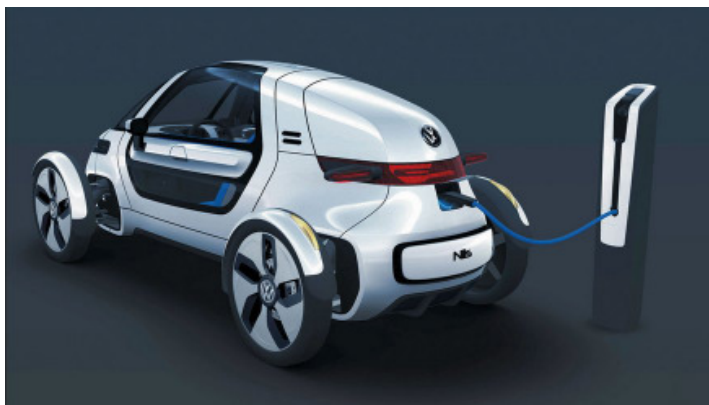
The message from Volkswagen Australia managing director, Michael Bartsch, is clear: Government incentives to drive the sales of electric vehicles are “fundamentally wrong.”

In an interview at the recent Australian launch of the Volkswagen Arteon, Bartsch bucked the industry trend calling for government assistance to help introduce electric vehicles locally.

Several car makers and the Electric Vehicle Council have been lobbying the Federal Government for years to introduce incentives for EVs, but Bartsch believes that isn't the right way for electric cars to be introduced if they are to have long-term viability replacing internal combustion engined cars.

“I think it's fundamentally wrong,” Bartsch said.

“Why should the public purse pay for something? Why distort the market with incentives? I'm really against it. I think what should be allowed to happen is let the entrepreneurs, let the capitalists work it out, because ultimately if it doesn't make economic sense it won't be sustainable.



“At some point the government will say ‘we've done this long enough’ and I've seen it in the US. I saw it with the [Toyota] Prius and the Nissan Leaf; you had at a state level the government giving \$3000 subsidies on these cars and sales went through the roof. Then they got taxpayer fatigue and they pulled it off and suddenly the whole thing crashes, and you really want to avoid that here.”

Volkswagen has switched to a massive investment in EV technology in recent years following the fallout from its diesel emissions scandal.

By 2025 the German group intends to introduce electrification to one-third of its range, either through full EV or hybrid technology, and Bartsch wants Australia to be a part of that transition.

However, he maintains that Volkswagen and the private sector have to lead the transition and not rely on government support.

“We've seen what happens when the government gets over-involved in creating a nanny state or market that creates a false sense of security,” he said.

“What happened to the Australian car industry? What happened to Ford? What happened to Holden? What happened to Toyota? When I joined General Motors in 1984

they were talking about closing those plants down for efficiency reasons and it's now 2017.

“What you want to make sure is when we launch this in Australia you have an environment that is sustainable. An environment where it's not being paid by the taxpayers. It's been developed and paid for by the capitalists and they come out with a product that is genuinely more efficient and more beneficial financially and environmentally than what we have in the market right now.

“Volkswagen has made it very clear, very public, that they want to introduce electric vehicles at the same price-point as what you would pay now for a diesel.”

Europe's best-selling cars.

Market analyst JATO Dynamics has compiled figures across Europe to find the continent's best-selling cars in 2017.

Registrations as a whole are up by 5.2 per cent, despite the unsteady state of the car industry. It won't come as a surprise to hear registrations of SUVs are up – gaining a record market share of 31.9 per cent continent-wide, and heading for an even higher percentage next year.

They're the fastest-growing market segment, but others are still making strong progress – luxury, executive and sports cars all grew, as did city cars, while larger-volume saloon, estate, MPV and hatchback classes all shrunk.

Despite that, cars from these segments still performed very well in Europe. Here's the top ten models...

1. VW Golf – 445,206

The Golf has a long history of success and was still a massive sales success in 2017 – taking the top-selling car spot in Austria, Belgium, Germany, Luxembourg and Norway.

2. Renault Clio – 298,990

3. Volkswagen Polo – 255,370

The new Polo has been launched, but there's been plenty of life in the old model in 2017. The Golf's baby brother's sales have dropped by 10.4 percentage points compared to 2016, but it still shifted over 250,000 units.

4. Ford Fiesta – 237,770

5. Nissan Qashqai – 230,860

6. Peugeot 208 – 225,198

7. Opel/Vauxhall Corsa – 221,397

8. Volkswagen Tiguan – 218,238

Slipping just below the Corsa is Volkswagen's family SUV, giving the company three cars in the top 10. The Tiguan's sales are up by over a third compared with 2016.

9. Skoda Octavia – 213,329

The best-selling car gong for Croatia, Estonia, Finland, Poland, Sweden, and its native Czech Republic goes to the Skoda Octavia. Despite popularity in these countries, it takes only ninth place overall.

10. Opel/Vauxhall Astra – 204,742



his '65, then headed off for a fast run down Mt Ousley and past Wollongong and Albion Park. The lineup changed a few more times as Dave slowed, and Charlie and I ended up first into Gerringong.

The park was well manned and the classic cars were directed into the right gate by friendly Lions Club volunteers. It only cost \$5 to enter and we were soon parked in a sunny reserved spot on the sports field.

There were many other classic cars, trucks and vintage bikes to look at, but I think our turnout was one of the best. The VWs had lots of interested locals and visitors passing by all day.

Local trader stands were doing good business selling model cars and automobilia, and an excellent BBQ sausage stand, and there were also

many other stands to browse in the local markets nearby. We all had show bracelets so we could wander to the nearby village and back any time.

Gerringong Motorfest.

On Saturday 17 February the Gerringong Lions Club hosted their Motorfest car show, held on the Michael Cronin Oval. This charity event would see proceeds going to a worthy cause, prostate cancer research. Organiser Keith Watson contacted us and invited the Volkswagens along.

As we would be heading down the Princes Highway, we met at the southbound McDonalds at Engadine, just opposite where Heathcote Rd joined. We had to be at Gerringong by 9am, so we had to meet early – from 7am, with a departure by 7:30 at the latest.

Dave Birchall was first there in his Sea Blue '65 and was having his first coffee by the time I rolled in with my Kombi. Jeff soon followed in his Superbug, and suddenly four or five more VWs arrived at once. There was time for everyone to grab a coffee, and maybe some hash browns.

Dave led the way out of the crowded Maccas carpark and headed off towards Waterfall, with the other VWs following as the traffic and lights allowed. I saw Charlie waiting for his wife to return from the washroom, so I waited a couple of minutes and we two then headed off after the rest of the convoy somewhere ahead.

We caught up to the long line of VWs just past the Bulli turnoff, cruising more slowly in the left lane. We had to pull over a couple of times for Dave to fix an annoying misfire in



While there were grey clouds threatening, the weather stayed sunny and warm all day and the breeze gradually got stronger, eventually too much for our VW flagpole and I had to pack it away.

The Lions did a great job of organising the show and it was a very enjoyable day. Our VW Club made a \$300





donation to the Gerringong Lions Club for their cancer charity. Most of us headed off home a little after lunch.

A few days later we received this nice letter from the Lions Club:



Good morning to those entrants of our Lions Club of Gerringong Motor Fest / Car Show last Saturday 17th February 2018.

On behalf of the Lions Club of Gerringong I wish to thank all those car club members and private entrants that came along on the day and made the day such a success. Fabulous cars, really good weather, terrific venue and good result. Without the attendance of the owners of all those great cars on display we have nothing to attract the interested public. So a great thank you to all.

We have not finalised the financial results yet but we do know from the vehicle entrants fee of \$5, raffle ticket sales and financial support from Gerringong Automotive, Shannon's, Prized Pieces and \$300 donated by Club Veedub that we will

exceed \$7000 on the day. Well done to all and for a great cause of Prostate Cancer Research.

Please pass on our gratitude to those people who attended our day, we cannot thank them enough.

Hope to see you along Saturday 16th February 2019, book it into your diary & contact me before I contact you.

Thanks again.

Keith Watson
Lions Club of Gerringong





hung around all morning as it proved to be so interesting and a great chance to catch up with so many of our local VW enthusiasts for the first time in 2018.

Michael and his team also supplied a cooked breakfast and bought in a local barista so as we all got our caffeine hit (or two) for the morning. With Michael's wife Rosy on the BBQ serving up delicious egg and bacon rolls, the overall experience was top-notch.

Looking at all the different models and the evolutionary changes made by Volkswagen through the years helped us

Canberra Hoist and Workshop day.

On Sunday 11 February a hoist / workshop day was hosted by Canberra Chapter club member, Michael Molnar, proprietor of Canberra VW Centre, Tuggeranong. Michael invited the club and other local VW enthusiasts to his workshop to give members the opportunity to get their car up on the hoist and check out their cars from a different perspective. Michael not only did safety inspections on all the cars that were raised, but also explained all the bits and pieces and took any questions the owners or other members had.

The day started at the regular meeting spot at Old Parliament House, before heading off in convoy to the southern suburb of Tuggeranong. Many others met us there and although you could come and go as you pleased, most

understand more about our cars and what many of the differences between year models were. Having a swing axle rear end on one car compared to a double-joint rear end on another will help each of us know more about our cars and what others are talking about in posts on social media, websites and in magazine articles.



We got to look under modern vehicles also, with a couple of Sciroccos getting in on the action. A water-cooled T3 Caravelle followed by a 1970s T2 camper illustrated a few differences and also what was continued from one model to the next. A 1976 Beetle (last of the Australian built Beetles) and a 1975 L Superbug showed the difference between the '76 standard Beetle body and the wider Superbug. Not to mention the McPherson Strut front end and rack and pinion steering of the late-model Superbug, whereas the '76 Beetle reverted back to torsion bar front end and steering box.



As the pictures illustrate, there were many cars and people there for this event and the response was overwhelmingly positive. We hope that this will become an annual event in the club's calendar as already we are fielding questions on when we can do it all again.



On behalf of all club members, I'd like to sincerely thank Michael, his family and the team at Canberra VW Centre for putting on such an awesome event.

Willie Nelson

UK Antarctica display.

Our museum in Ludlow in Shropshire, England, contacted David Birchall at your VW club to ask permission to display a copy of your magazine as part of a small museum exhibition.

The article we put on show looks at the first production car in Antarctica, the red Australian 1962 VW Beetle called 'Antarctica 1.' I was given your magazine by local man Howard Cheese (Mexican Beetle Register), who asks that I pass on the message that he is very grateful to be continuing to receive your Club news after all these years.



Attached is a picture of the finished display. It is only small, but something of a bonus fact for visitors.

The Exhibition is called 'Antarctica: Life in a Hostile Land,' and will run from February to April 2018. The exhibition looks at how Antarctica has been opened up by intrepid explorers, how life can be lived in extremely adverse conditions and how scientific research conducted there is of profound importance for the whole planet.

Abigail Cox
Graduate Curator
Ludlow Museum Resource Centre

<https://shropshire.gov.uk/museums/shropshires-museums/ludlow-museum-resource-centre/>



Ampol Trial VW.

A mate of mine is running the Woolies Heritage Centre, and he came across this photo in their archive. He sent the pic on to me.

He was wondering if we had any idea what year event of Ampol Trial this is, and if it was the winning car?

I contacted our editor Phil, and he was able to pass on the following information.

The only clues we have from the photo is the 'Ampol Trial' label on the door and the car number – #81.

There were only three around-Australia Ampol Trials – in 1956, 1957 and 1958.

It isn't 1956, because car #81 that year was a Vanguard (A.H. Gibson), which withdrew before the end of the Trial. The '56 Ampol Trial was won by Wilf Murrell and Alan Taylor in a Peugeot 403 (VW #17 of Max Goldsmith was second).

It isn't 1957, because car #81 that year was a Standard (W. Ralph) which withdrew on the first day. The winner was VW #26 (Jack Witter) and second was VW #27 (Eddie Perkins).

So it must be 1958. Unfortunately this time the newspapers didn't publish the complete Trial entry list, so we don't know who entered car #81. However it seems it finished the Trial, accumulating a loss of 529 points. This

would have placed it way down the list of finishers.

The winner of the 1958 Ampol were Jim Roberts and Don Garard in an FC Holden, with just 9 points lost. Equal second was VW #75 (Jack Witter) with a Vanguard, both with 10 points lost. Ray Christie's VW #29 was 7th. Opposite is the report on the trial's finish in the Daily Telegraph.

You can read Phil's history of all the Round Australia Trials, with plenty of period photos and ads, on our website:

www.clubvw.org.au/roundaustralias

The State Library of NSW has all the Sydney newspapers on microfiche. The Sun and the Daily Mirror did not report on the Ampol and Mobilgas trials at all; only the Daily Telegraph and Sydney Morning Herald did, but neither published a full list of the 1958 entrants. I think was because public interest in the Trials had been lost (due to VWs dominating them). 1958 was the last year they were run.

Wheels or Modern Motor magazines from mid-1958 might have published the complete Ampol Trial entry list. If anyone has these in their collections, would you please check for us and let us know who entered VW #81 in 1958. We would be very interested and grateful to know!

Carl Moll

FAMILIES CHEERED THEM IN



FAMILY WELCOME for Jim Roberts and co-driver Don Garard, provisional winners of the 1958 Ampol Trial, at Bondi yesterday. From left are Garard; his wife; Mrs. Roberts; her son, Ian; Jim Roberts and daughter Jill.

5000 see sheep on sale eve

A record crowd of 5000 inspected sheep at Sydney Showground yesterday.

The 1958 Sydney Sheep Sales will open today.

Yesterday was the N.S.W. Sheepbreeders' Association "inspection day."

Attendees said that in previous years "only a few hundred sheep buyers and breeders" attended inspection day.

But many city people and school children had attended yesterday.

The association president (Colonel T. L. F. Rutledge) last night attributed the increased attendance to Sydney people's "growing interest" in sheep.

He said: "Although we hope to get good prices, breeders expect a drop because of the drought and wool price drop."

Provisional points for all Trial cars

Provisional points in the Ampol Trial after cars reached Bondi yesterday were:

Car 158, Holden (J. Roberts, Sydney nine points lost); 1st; Car 75, Volkswagen (J. Witter, Carlingford, 10), and Car 7, Vanguard (D. Hughes, Vic., 10), equal 2nd; Car 138, Ford Zephyr (Peter Coffey, Vic., 11); 4th; Car 128, Peugeot (Hazelley Mehegan, Vic., 15); 5th; Car 28, Vanguard (Malcolm Brookes, Concord, 22), 6th.

Following are the provisional points for the whole field (car numbers first, points in parentheses):

1, (28), 2, (131), 3, (424), 4, (17), 5, (290), 7, (12), 10, (80), 13, (170), 14, (81), 16, (153), 17, (90), 20, (303), 21, (503), 22, (224), 26, (195), 29, (22), 29, (23), 22, (1413), 34, (64), 35, (1697), 36, (22).

Roberts takes Ampol Trial

Liverpool ambulance superintendent Jim Roberts, driving a Holden is provisional winner of the 1958 Ampol Trial.

More than 50,000 people cheered Roberts into the final control at Bondi.

The car was first to arrive of 85 entrants left in the Trial. A fortnight ago 148 cars started from Bondi on the 7100-mile Trial.

Roberts and co-driver Don Garard, in car 158, lost only nine points. They will receive £2500, an air-trip round the world and other prizes.

Roberts said: "I suppose my ambulance experience has made me pretty time conscious. On this Trial of short,

tight sections I had to be. Many drivers overdrove trying to keep to schedules they thought were tough. That caused most of the accidents."

Liverpool ambulancemen plan to give Roberts, their boss, a "hectic" welcome back.

Last night they said they felt more exhausted than Roberts.

"The tension here has been terrific," said one.

"We have driven the Trial control centre crazy with requests for progress details."

Equal second with 10 points lost were:

Car 75, a Volkswagen, which last year's trial winner Jack Witter, of Carlingford, drove.

Car 7, a Vanguard, driver Douglas Hughes, of Victoria.

Organisers had placed Hughes equal third but scrutineers reallocated him two points he had lost through helping another competitor.

Provisional leading woman is Mrs. Ruth Corbett, of Tauranga, New Zealand, in Car 87, a Holden.

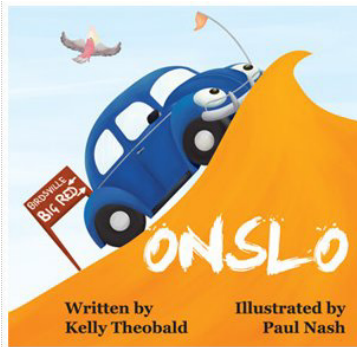
Mrs. Corbet, who lost 43 points, also took 13th place and was the leading overseas entrant.

Confederation of Australian Motor Sport officials last night were dealing with protests over lost points.

They were unlikely to affect major placings, they said.

Onslo.

Deep in the Australian outback, in a town called Birdsville, Onslo the blue Volkswagen Beetle dreams of adventures in the beautiful Simpson Desert. But, unlike the big four-wheel-drives who pass through Birdsville, he is too small to conquer the big sand dunes. However, with the encouragement of his best friend Geoffrey, the brave beetle embarks on his very own desert adventure.



You can read about Onslo and his adventures in the new book 'Onslo', written by Kelly Theobald, available for \$14.95 from Vivid Publishing.

Onslo's home, Birdsville, is one of Australia's most remote and iconic outback towns. Nestled on the edge of the Simpson Desert in

southwest Queensland, it attracts thousands of visitors each year, many of whom drive through the Simpson Desert, just like the four-wheel-drives in the book. The Simpson Desert is the world's largest area of parallel sand dunes and is home to camels, dingoes, goannas, emus, eagles and hawks.

In September 2012, the real-life Onslo was the first Volkswagen Beetle to cross the desert via the QAA line and French line, climbing over 1100 sand dunes along the way. You can meet him at the Birdsville Roadhouse!

About the author

Kelly Theobald may have been a Melbourne-bred city-girl by birth, but after moving to the remote town of Birdsville in April 2011 she became passionate about the outback. Kelly was a journalist with a taste for adventure and wrote Onslo while planning her very own Volkswagen Beetle Simpson Desert crossing with Sam Barnes, an extreme Volkswagen enthusiast.



Kelly hoped that the publication of Onslo would encourage families to explore Australian outback destinations and help children learn about outback lifestyles, wildlife and history.

Tragically, Kelly's life was cut short when her four-wheel-drive rolled on the Birdsville Track on 2nd October 2015. Her family has scattered her ashes on top of "Big Red" so her free spirit is now embraced by the winds and forever-moving red sands of the Simpson Desert. Her memory will live on in the hearts of all those who knew and loved her, and in her published works and blogs about the outback life she loved so dearly.

www.vividpublishing.com.au/onslo/



workshop. A unit in an industrial estate, a clean concrete floor, hoists, mobile tool trolleys, lots of fast-moving stock in neatly arranged boxes on shelving. Chee's is not like that. It's in a back lane in a residential area, constructed of old bits of rusty corrugated iron with gaps you can put your arm through, stuff is everywhere and the only sense of order is inside Chee's head. But there are some gems in there. Let's start with Chee's own Type 3 Variant from maybe, 1973?

According to Larry, it's a very rare car. I would have to agree; I haven't seen another Type 3 in Malaysia. What's interesting is the differences from our Australian-assembled Type 3s.

The badging. The VW roundel is an owner modification. This is a Variant L. "Variant" is a name that makes you wonder. It's VW-speak for a station wagon, but if this is the variant, what is the non-

departure-from-the-norm, the quintessential Type 3?

A visit to Chee's workshop.

Here in Malaysia, the Chinese use their surname as their main moniker, so I would be 'Young,' and that's what some people call me.

Chee is a mechanic and VW enthusiast. He runs a small workshop in a back street of Butterworth, on the mainland opposite Penang Island. It seems to be a mecca for other VW enthusiasts, judging by the interesting drop-ins while I was there.

Why was I there? It all started when my friend Larry (see last month's article about his AC Bug) asked me if I wanted to have a drive of his Beetle. "Yeah, sure." I immediately proceeded to reverse it into the front gate of the hotel. The tailpipe took the impact and pushed the sheet metal of the exhaust inwards, cracking it and making the tailpipe noticeably shorter. Over the next few weeks the crack got bigger until the tailpipe was wobbling around. Something had to be done.

Upon arrival at Chee's, the first thing that happened was that he brought out an XXL umbrella which had been welded to an old wheel rim. How brilliant is that? The mechanic can kneel/squat/crouch at the engine bay without the harsh tropical sun or the rain making things unpleasant. Australian mechanics, start welding.

Now you've got a picture in your mind of a mechanical



Look at this lovely headlight. The adjusting screws are behind the rim and the headlight itself is attached to a bracket, screwed to the mudguard bucket. We didn't get these until the 76 Beetle.

The colour: a beautiful metallic silver. Australia had a burnt orange, baby-cack brown, purple and bright green. You





had to go with white to stay tasteful. Chee has performed a few modifications to his car. One that was a matter of necessity is a fix that I had performed previously myself to my own Type 3.

Leaves get inside the air vents and never get out again, causing a horrific rust trap. Chee has welded over the vents and made it look like the factory planned for it to be completely sealed. When I first saw this, I thought that car must have had air conditioning installed, but no. I understand why not: there's little room in a Type 3 engine compartment for a compressor and the fan belt to drive it would have to be completely sealed from the hot air which surrounds Type 3 engines. This would be quite an engineering challenge to pull off, but Chee told me that they have succeeded in doing so in Thailand. Thailand is apparently where all the really nice air-cooled VWs live.



What of our reason for visiting Chee's workshop: to replace the muffler? Chee didn't have one in stock, but apparently there's a locally-made one. I checked one out on a car lying around. It uses cylindrical tubing for the main body and has J pipes, which makes good sense, as heat exchangers are completely unnecessary here. Larry's car still has heat exchangers, so I'll try and talk him into replacing them. Because the muffler is made locally, there's a good chance that it won't have the power-robbing baffles which genuine and aftermarket German mufflers have. I hope a future article will come out of the actual acquisition of a muffler.

In the last article I was mystified by the strange distributor, so I asked Chee about it. He says it is Japanese,

but I would still like to know more. He then produced a couple of Bosch-branded Beetle all-electronic distributors from somewhere in the workshop, and I nearly lost my load. That was unexpected. Then he dragged out the fuel injection gear, which came off a Japan-spec Beetle. That's the way to get me really excited.

We spent quite a while chatting to a couple of other customers, both very knowledgeable about VWs. One man really surprised me. Indian appearance and the first thing he said to me was "G'day mate". I replied, "you must have lived in Australia", but no, that was just the way he spoke English, which he had picked up from RAAF personnel at the Butterworth Air Force Base.

This being Malaysia, Larry, Chee and myself ended up going for 'makan,' eating in a nearby restaurant. The bill came to 15 ringgit, less than \$5 for three people. I love this country.

Young

'Authorised' products.

Seen in a corner of a menswear store in a shopping mall in Penang. Overpriced items and I'm dubious of the claim about being an authorised dealer for Volkswagen products. Notice that the certificate is not issued by Volkswagen, but by Bodydistinction, who seem to be a Malaysian clothing outfit.

No, I didn't buy anything.

Rod Young



Germany is making the post war Model T.

Courier-Mail, Saturday 20 February 1954, page 2

Don't laugh at the VOLKSWAGEN- the people's car.

NEW YORK - Nowhere is the resurgence of German men and machines more evident than in Germany's No. 1 auto company, Volkswagenwerk GMBH, and its boss, Heinz Nordhoff, 55, a compact (5ft 10½in, 165lb) man with the steady eyes of a production whiz and the courtly manners of a diplomat.

Six years ago, both Nordhoff and Volkswagen were part of the wreckage as Germany itself lay in the gutter of the world. The Volkswagen plant in the little North German town of Wolfsburg, about 100 miles west of Berlin, had been built by Hitler to turn out "people's cars" for the 1000-year Third Reich. In World War II it was 60 per cent destroyed by Allied bombs. Rain lashed through the holes in its roof after V-E day while a motley crew of 8,000 refugees and former soldiers grubbed about in the ruins. Half were cleaning up rubble; the others were virtually hand tooling a few vehicles for the British occupation army. Falling bricks were a constant menace; live wires lay tangled in the mess.

British were insistent

The British occupiers offered the remains of the equipment to British automakers and other business men of the Commonwealth. They all turned it down. Says Heinz Nordhoff: "Volkswagen didn't even smell good enough for the Russians", whose occupation zone begins only ten miles away.

Nordhoff looked little better than the plant. A lifelong automan, he had risen to the top in General Motors' German subsidiary, Adam Opel, AG, and bossed its big truck plant during the war. At war's end, he had lost his job, his money, and most of his belongings.

Gaunt and hungry, Nordhoff scraped along for two years on handouts from friends; because he had been a top executive, he was forbidden to work in the U.S. zone at anything except manual labour - and even such jobs were not to be had. But the British asked him to boss Volkswagen in their zone.

Still a GM man at heart, Nordhoff was scornful of Volkswagen, and the shattered Hitlerian dream, it represented. Says he: "I wanted nothing to do with that cheap competition."

The British were insistent; they wanted him to take over the plant to provide employment for the depressed Wolfsburg area and produce vehicles for their army. Pressed by the hard facts of occupation life, Nordhoff agreed. Said he: "The future begins when you cut every tie with the lost past."

If the British could have foreseen how Nordhoff would drive their own cars off the export markets, they might never have given him the job.

Fourth biggest in world

By last week, Volkswagen estimated it was the fourth biggest automaker in the world, led only by the U.S. Big Three. Even competitors conceded that Nordhoff was



probably the best automan in Europe.

Last year Nordhoff's 20,000 employees turned out 180,000 buglike Volkswagens at the rate of one every 80 seconds, sent them beetling into the markets of 83 foreign countries.

The two-door, four-passenger Volkswagen (sedan, convertible, and sun roof), powered by a four cylinder (30 hp), air-cooled engine in the rear, has been a best seller in almost every market it has invaded.

Peppy (top speed: 68) and economical (32 miles to the U.S. gallon), the Volkswagen has become the post-war model T. It outsells all other cars in five European nations, and is so popular that stiff import restrictions have been slapped on it by Belgium, France, and Italy.

On the Autobahnen of Germany, nearly one out of every two cars is a Volkswagen. In restriction-free Switzerland, Volkswagen sales lead all other makes, including American, by a wide margin.

For the U.S. market, Volkswagen Boss Nordhoff knows that his car is too small and relatively too expensive (\$1500), except for two-car families; nevertheless, he hopes to triple his U.S. sales to around 4000 this year.

Says he: "Some years ago, British and French manufacturers said we didn't have a chance. Today, Morris and Renault are making 400 cars a day. We are making 750."

But Heinz Nordhoff is not yet satisfied. Last week, just before taking off on a trip to the Far East to check on car sales in India, Indonesia, Siam, and Ceylon, Nordhoff made a last-minute inspection of Volkswagen's third production line at Wolfsburg, now coming into production. It will boost output from 750 to 1000 cars a day.

On top of that, a new distributor-owned assembly plant in Belgium (needed because of import restrictions) this week started up. And Australia, which last week got its first Volkswagen-the 200,000th exported since 1947 - will soon have an assembly plant of its own with an ultimate capacity of 250 cars a month.

How was the Volkswagen miracle performed? When Heinz Nordhoff took over in January 1948, he moved a cot into one of the plant's drafty, rat-ridden offices and started on

a seven-day week with only a few hours off for sleep.

Believing that "labour and management must be unified into one big group that depends on the same success", Nordhoff called a meeting of his shabby work force. "I'm afraid I gave them a stiff shock," says he. "I told them their working methods and production were miserable. It was taking us 400 man-hours to produce one car. I told them we would cut this to 100 hours. They laughed at me. But today we do that."

Because of his years of American training in GM's Opel, Nordhoff did not wear the pompous, punctilious air of German industry's traditional Heir General-direktor.

He spent hours on the production line, talking to workers and explaining what he was trying to do. When he arrived, only 700 cars a month were being built, and nobody had the faintest idea how much they actually cost. Nordhoff installed a rigid cost accounting system.

Progress was slow at first. To get men, he had to build 4000 housing units. To keep them, he gave them an extra meal a day, over and above their meagre rations.

Quieted the motor

He cannibalised damaged machines, rounded up 1,612 gear cutters, milling machines, and other tools that had been taken out during the war and stowed in nearby farm buildings.

Then he turned to the Volkswagen itself. It was, said he; "a poor thing, cheap, ugly, and inefficient." Its engine had a life of only 10,000 miles and a noisy death rattle from birth. Its brakes and springing were bad, its power low.

Actually, only 210 of Hitler's Volkswagen, designed by Ferdinand Porsche, were made before the plant was converted to making German army jeeps and other war gear.

Nordhoff put his designers to revamping the old Volkswagen, had some of the original Porsche designs redrawn ten times. The engine was made quieter, its life was boosted and horse-power was raised from 25 to 30. Hydraulic brakes and shock absorbers were installed.

"The most important job", says Nordhoff, "was to take the car out of the atmosphere of austerity. People said, 'We like it technically, but we can't afford to be seen in it.' Austerity touches neither the heart nor the pocketbook."

This view has since been borne out by the fact that 80 per cent of Volkswagen's German customers prefer to pay an extra \$200 for the better-looking, better engineered deluxe export model rather than buy the stripped down standard version for \$1038.

To boost output, Nordhoff started what he calls pressure-vacuum production. Under this system he keeps materials flowing heavily into his plant, insists on immediate delivery of cars to customers.

The combination of large stocks of materials on the inside and no reserve of cars on the outside, says Nordhoff, exerts a psychological pressure on workers to produce faster.

In six months production almost tripled, to 1800 cars a month; by mid-1949, Nordhoff had so much faith in his product that he arbitrarily ordered production doubled.

He missed no tricks

Says a Volkswagen executive: "Nordhoff is a gambler. But he's the kind of gambler who sees to it that before he puts his money down, he has long odds in his favour."

Nordhoff missed no trick to make his odds still better.



He set up Volkswagen assembly lines in Ireland, South Africa, and Brazil, lined up sales and service stations throughout Europe with a fixed price system of repairs.

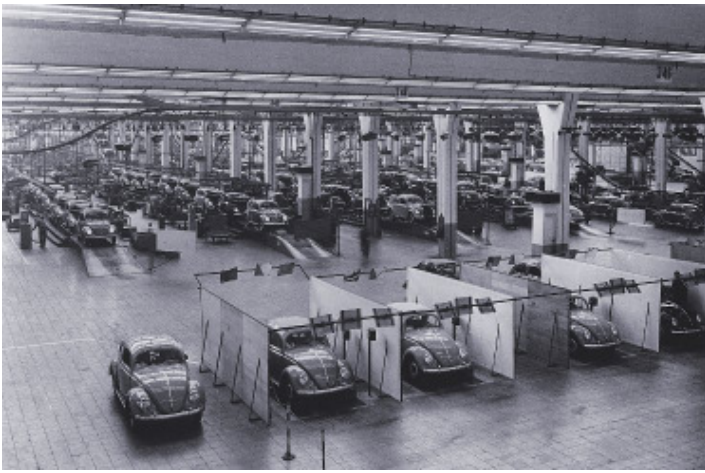
For dealers, he put out a sales manual with such hints as "Treat the customer's car like a raw egg when he is around; also check his credit rating" The manual identifies 41 varieties of potential Volkswagen customers, including absent-minded professors. "You can sell even a bully a Volkswagen", it says, "but above all, don't incite him."

To customers who are able to drive their Volkswagens 62,000 miles with no major repairs, Nordhoff offers gold-plated watches (28,000 have been handed out to date).

As Volkswagen's fame grew (half a dozen independent magazines are now published for Volkswagen owners), so did its versatility.

Dutch farmers figured out a way to run their milking machines with the car's little engine; a German company used it to power speed boats. Heinz Nordhoff himself started to diversify, and added truck, bus, station wagon, and ambulance lines.





He also planned a larger car, but junked it when he realised that much of Volkswagen's popularity stems from the fact that its model does not change annually, hence has a high resale value.

Says Nordhoff: "This doesn't mean we're going to make Henry Ford's mistake with the model T. We will keep altering and improving the present model, making it better and more attractive. When the time comes for a completely new model, we will have one."

As long as Heinz Nordhoff is running the show, that is a safe bet.

Drives himself to work

At Volkswagen, Nordhoff is paid modestly by U.S. standards (about \$25,000 a year). He has long since moved off his office cot and into a modern Wolfsburg house supplied by the Volkswagen company, where his wife and two grown daughters live in a manner not much different from automakers in Detroit.

He collects modern art (latest acquisition: a Renoir), serves fine wines to his guests. Up at 6.30, he drives himself to work in a Volkswagen, spends his evenings reading business correspondence, and studying Volkswagen problems all over the world.

Nordhoff has not, since 1950, publicly reported Volkswagen earnings; but they soared from an estimated \$2,500,000 before taxes in 1948 to \$7,500,000 in 1949 and \$12,500,000 in 1953 (on sales of \$100 million). Volkswagen, however, has no stockholders to reap a reward; the company's ownership (it is now in Government custody) is a mystery still to be solved by the courts.

Article found by Norm Elias

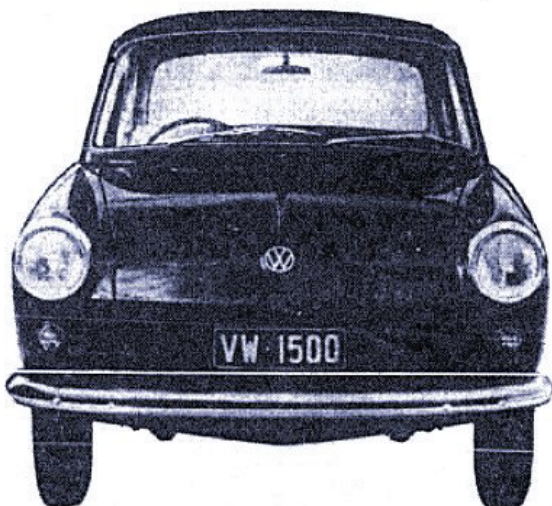
The Toy Department.

While the Type 1 Beetle and Type 2 Transporter have always been much loved classic VWs, the Type 3 range has never reached the same level of popularity. This is a shame, as they were technically more developed than the Beetle – and were even fully manufactured in Australia from 1963, the first country outside of Germany to make them.

As you know here were three main Type 3 models. The 1500 Sedan, which VW Australia later tried to call the 'halfback' but we know now as the 'notchback'; the station wagon, which we now call the 'squareback', and the 'fastback'.



LANOCK'S FOR VW



VW 1500 NOW ONLY

£1099

"INCLUDING TAX"

£1099 for a VW 1500. Now think about the cars you can buy for a little more or a little less. Are they as reliable? Do they give high mileages and low repair bills? Will they give anything like 33 m.p.g.? And what about comfort and finish—do they have torsion bar suspension, automatic choke, all-synchromesh gear shift and expensive detail and finish, inside and out? The answer is NO but the VW 1500 has these features and many more. Why not check out the new VW 1500—arrange a Test Drive at Lanock Motors.

CITY:
177-179 William St.,
Sydney. 31-7003.

FIVEDOCK:
61 Parramatta Road.
71-8844.

CAMPERDOWN:
Cnr. Australia St. &
Parramatta Rd.
51-2954.

ST. LEONARDS:
Cnr. Herbert &
Frederick Sts. 43-1355.

LANOCK MOTORS LIMITED.

Type 3 models are not as common as Beetle and Kombi models, but there are still plenty of them out there to add to your collection. This month we'll concentrate on the Type 3 sedan, or 'notch.'

German model car company Minichamps is a good place to start. Here is their 1966 VW 1500 sedan, in 1/43 scale, and for comparison a VW 1600 sedan from 1973 showing the restyled nose and tail.



If you are interested in much rarer examples from years gone by, how about this 1/43 Dinky VW from the 1960s, and an even rarer Tekno model from Denmark.



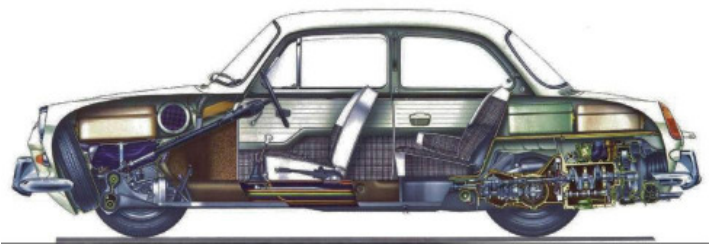
If you fancy a larger scale 1500 sedan, there's a 1/24 example from Maisto, in metallic blue.

And even bigger than that, in the usual 1/18 scale for large super detailed models, is this example from the Model Car Group (Schaal) of Austria. This highly detailed model comes in all-over red, or beige with black roof.



If you a purist who likes their VW models to be 'standard', or as the factory made them, the Type 3 sedan is a good choice. While Hot Wheels and Maisto have made numerous wild custom VW Fastbacks and Squarebacks, they have never done the sedan. Even Matchbox never made one.

Perhaps this is because the VW Type 3 sedan was never officially sold in the USA, so they don't have the same recognition as the Fastback or Squareback. Another reason to add a Type 3 sedan model or three to your collection.





it's little surprise Volkswagen Australia has kept the Arteon line-up as simple as it gets. There's just a single specification 206TSI R-Line 4Motion model priced from \$65,590 – an extra \$7500 premium over the equivalent 206TSI 4Motion Passat sedan.

It's only when you seat yourself in the cabin – via frameless-glass doors – that you notice the obvious link to the Passat. And it is obvious, because the front half of the interior is virtually identical.

A similar dash of flair, as applied to the exterior, could truly have lifted the Arteon's cabin onto another level, while

Volkswagen Arteon.

Remember the Volkswagen Phaeton? It was VW's attempt at a large luxury limousine, perhaps even further up-market than, say, the Audi A8. However, while it never came to Australia, it became globally renowned for being somewhat of an over-engineered oddball.

The people's limousine, as it were, was produced for 15 years, but the Bentley-based model missed sales targets, flopped early in the crucial US market, was reportedly one of Europe's biggest loss-makers, and failed to transform VW's brand image as hoped.

The new Volkswagen Arteon is not in this sector and is nowhere near as ambitious. Yet this replacement for the Passat-based CC four-door 'coupe' has similar aspirations as a brand-booster – and is a model also attempting to persuade buyers away from an Audi, BMW or Mercedes-Benz. It arrived in Australia at the end of last year.

It starts with the freshest and most inspirational piece of exterior design we've seen from Volkswagen for a long time.

The Arteon, as with its CC predecessor, continues to be based on VW's mega-selling Passat – a high-quality mid-sized sedan that very much embodies the conservatism of Volkswagen styling.

But here we have a design language that's almost daring, including the front end that melds grille, LED headlights and lower intake into one large 'ventilated' face that's set to adorn other future Vee-Dubs.

Then there's the clamshell bonnet, one of the largest bonnets in the entire VW Group we're told, which clamps tightly over both the headlights and wheel arches. The chiselled wheel arches in which sit equally bold 20-inch 10-turbine-blade alloy wheels (part of a \$2500 option pack that also includes a 700-watt Dynaudio system). And finally, the roofline that sweeps majestically down to converge with the long rear overhang.

The roofline sits 21 mm below that of the Passat, which is otherwise outgrown in every key dimension. The Arteon is 95 mm longer (4.86 m) and 39 mm wider (1.87 m), and the distance between axles greater by 4 mm (2.84 m).

As a relatively niche model for a mainstream brand,

its intended luxury-segment rivals are left with a clear advantage in switchgear tactility and material quality.

The Arteon's perception of quality is well above the mainstream average, though, and assisted here with silver weave-pattern trim stripes on the dash and door, the sporty yet smart black R-Line seats, discreet LED ambient-lighting strips, and the classy 23.4-cm Discover Pro touchscreen that is certainly luxury-segment grade.

While our general view is that infotainment systems employing complementary rotary-dial controllers remain the best set-up for limiting distraction, Discover Pro still impresses with its ultra-sharp resolution and easy-learning operation.

The Active Info Display digital instrument cluster's set-up is different to Audi's Virtual Cockpit. You can't alter the size of the speedo/tacho dials on the 31.2 cm display, though there are multiple selectable centre display views.





One of the changes over a Passat is a head-up display, though VW has copied Mazda rather than BMW and used a flip-up plastic screen for the projection rather than the windscreen. I was inclined to keep it hidden, as I felt the screen spoilt forward vision.

The Area View multi-camera system is as handy as it is on other luxury cars, providing a bird's-eye view of your surroundings.

A suite of driver aids includes autonomous emergency braking, blind spot monitoring, rear traffic alert, lane assist, and adaptive cruise control. Engaging those last two features activates a Volkswagen-first function called Emergency Assist, which is designed to bring the car safely to a stop in the case of the driver becoming incapacitated for whatever reason.

Fellow tester Mike Costello feigned becoming unconscious behind the wheel (while keeping his eyes open). When he failed repeatedly to respond to the Arteon's audible and visual requests to put his hands back on the wheel, the system first tried to stir him via gongs and jolting the car before initiating the hazard lights, gradually slowing the car and coming to a halt on the road.

We'll note here that the system only works once before needing to 'reset', which we achieved by just turning the car off and on again. In fairness, it's tough to imagine a person needing it more than once on a single drive.

The comfortable front seats, with a stylish carbon-fibre-

imitating pattern and a mix of real and fake leather, provide both massage function and multiple electric adjustment, including lumbar. Adjustable bolstering would have been a nice bonus.

Vision out of the rear window is a bit narrow, but it's a fair trade-off for the shapely roofline. The B-pillar isn't too thick either, helping you spot cars over your right shoulder.

That sporty roofline inevitably squeezes rear headroom, though it's an improvement over the CC. And the rest of the rear cabin is excellent: acres of space for legs and feet, shoulder room is good, the upward-angled bench provides good under-thigh support, and storage options are plentiful and the door armrests wide.

The outer rear seats are also heated, and child seats fit easily via ISOFIX points – the low roofline just means you need to mind an infant's head when lowering them into a rear-facing capsule.

A blemish for a self-labelled luxury car is that the middle and lower rear door plastics don't match the quality of the upper section, and are inconsistent with the front-door trim that has soft plastics for the upper and middle parts.

Rear-seat-folding release levers are another missed detail, though the Arteon's boot otherwise impresses with its large size (563 litres), easy accessibility courtesy of that liftback hatch, storage features such as side compartments, load-securing floor net, fold-out hooks, and ski port.

Any luxury car aspirant should ride well and drive quietly, and the VW Arteon is mostly up to the task. The caveats are that the 20-inch tyres can get noisy on coarse surfaces, and the effectiveness of the suspension is very much determined by which setting you have chosen for the dampers.

The Arteon is too floaty in Comfort and too jiggly in Sport, though Normal feels just about perfect for regular motoring duties including freeway drives. We suspect the standard 19-inch wheels might be less susceptible to little impact hits than the 20s.

If those Driving Profile modes are too broad for you, the Arteon provides a sliding damper-setting bar on the touchscreen – accessed via Individual mode – which allows you to select from multiple set-ups. It's distinctive, yet arguably overkill for a luxury-angled passenger car.





Sport mode is the pick when the road starts to get curvy (and is sufficiently smooth), keeping excessive body movements in check. A responsive front end also makes this large-footprint five-door feel relatively agile, though the handling is of the variety that assures rather than excites.

That includes the way the Haldex-clutched all-wheel-drive system delivers impressively fuss-free exits out of hairpins, complementing the generous grip of the 20-inch tyres in higher-speed bends.

The Arteon's exhaust note becomes throaty as you explore acceleration that can cover the standing-start sprint in a handy 5.6 seconds. Although a tenth down on the (70kg lighter) Passat with the same drivetrain, it makes the liftback Volkswagen notably faster than either the Audi A5 Sportback 2.0 TFSI or BMW 420i Gran Coupe.

Beyond its all-paw advantage, the Arteon's 206 kW and 350 Nm outputs are also superior to its more expensive compatriots.

There are times, however, when even they don't feel sufficient in the context of the Arteon's 1658 kg kerb weight. While not bereft of low-down torque, the big VW performs at its best with a generous helping of revs on the tach. Selecting Sport mode helps notably.

The seven-speed dual-clutch auto is more to blame

for the lack of response when rolling off and back onto the throttle, the computer controlling the two clutches temporarily befuddled.

The auto also allows the Arteon to roll back on hills if Auto Hold isn't engaged, and this proves a nuisance for three-point turns on inclines as the car remains rooted to the spot if you don't press it again.

While there's no doubting the swiftness of the DSG's gear changes, we can't help feeling this maturer style of Volkswagen would be better served by a conventional torque converter auto, such as ZF's fabulous eight-speeder.

Still, some imperfections aside, the Arteon makes for a worthy flagship VW passenger car.

While Volkswagen may be stretching things a little with its regular use of the word 'evocative' in its press kit, this is a car arguably more capable of turning heads than any other Volkswagen – especially if the styling is emphasised by exterior colours such as Turmeric Yellow or our test car's Chilli Red.

If the Arteon may not be the most inspirational drive, it definitely succeeds as a relatively aspirational pseudo-luxury car.

Specifications:

Engine: 1984 cc four-cylinder petrol with turbocharger

Bore and Stroke: 82.5 x 92.8 mm

Compression Ratio: 9.3 : 1

Output: 206 kW @ 5700 rpm, 350 Nm @ 1800 rpm

Transmission: 7-speed DSG, 4Motion AWD

Wheels: 8 x 19", 245/40 R19 tyres

Performance: 0-100 km/h in 5.6 sec

Fuel Consumption: 7.5 L / 100 km, 50-litre fuel tank

Dimensions: 4862 mm (L), 1871 mm (W), 1435 mm (H)

Weight: 1658 kg

Turning Circle: 11.7 m

Warranty: 36 months / unlimited km

Service Interval: 12 months / 15,000 km

Price: From \$65,490





The Empi goes through its paces on the sandhills.

Sold under licence in Australia by North Sydney businessman, Mr R. Blair, the Empi comes in a variety of kits which the buyer assembles himself and adds the mechanical components.

Mr Blair said two of his employees had built an Empi in 11 hours.

For anyone with normal skill and intelligence it should take about two days, he said.

Most of the mechanical parts which don't come with the kit can usually be obtained cheaply from a smashed Volkswagen 1200.

There are about 24 mini-buggies in Australia and of these 16 are in New South Wales.

The Empis are used by fanners on rough country ground, fishermen and young motor enthusiasts.

The smallest kit available sells around \$295 and a deluxe model for \$695.

With the price of mechanical components the total cost of a deluxe model should be just over \$1,000.

Kit-Set Buggy.

The Sun-Herald, Sunday 25 June 1967

A do-it-yourself mini-buggy, for shopping trips or fun, has been released in Australia.

It is called the Empi, is based on the Volkswagen, and comes in a variety of kits that can be assembled in anything up to two days.

This week a Sun-Herald reporter put the versatile Empi through its paces.

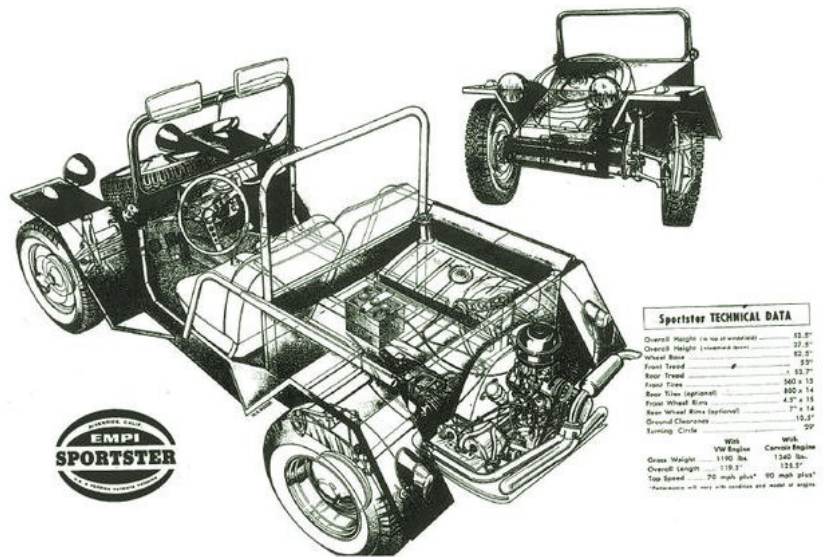
It was at home in stop-start city traffic, and drew amused glances from lunch hour crowds. Unfortunately, the test model was not equipped with side doors or windows, which made for a cold, damp ride through light rain.

In a later test it sped over the Maroubra sand dunes with the agility of a goat.

24 in Australia

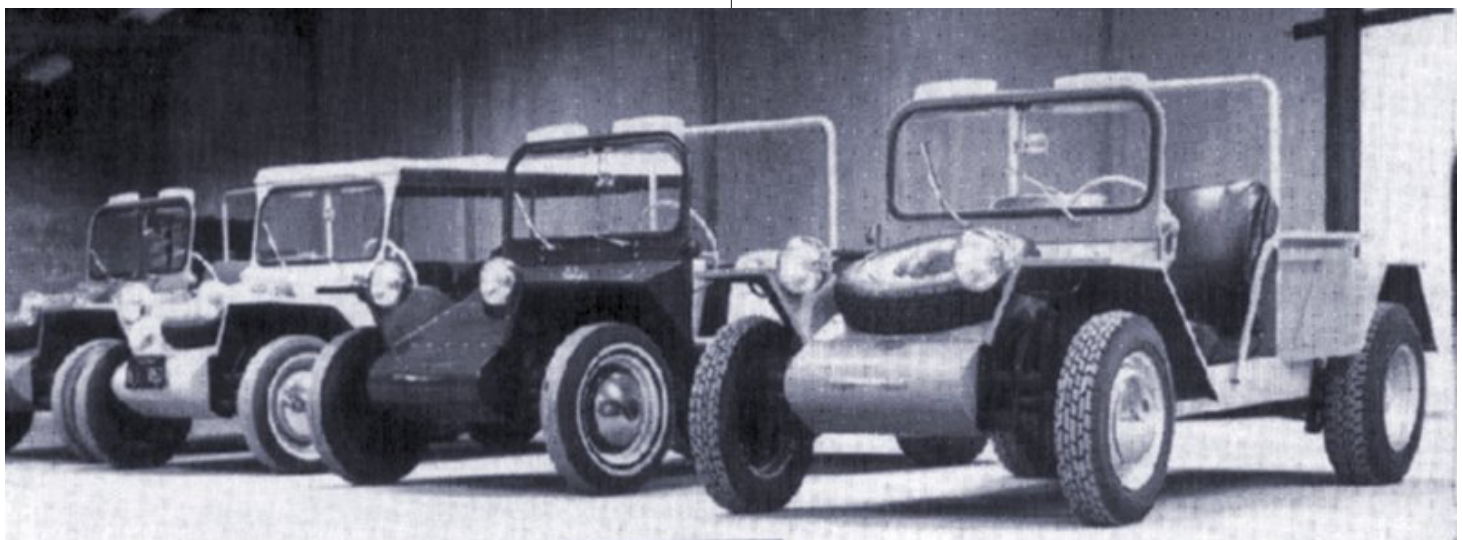
The soft sand slowed it a little, but the wide rear wheels pulled it through.

Surfers watched in astonishment as it snaked up and down the long stretch of sand.



Sportster TECHNICAL DATA	
Overall Height (to top of wind deflector)	55.5"
Overall Height (to window top)	52.5"
Wheel Base	62.5"
Front Track	55"
Rear Track	55.5"
Rear Wheel (approx)	560 x 15
Front Wheel (approx)	500 x 14
Rear Wheel (approx)	4.5" x 15
Ground Clearance	18.5"
Turning Circle	20'
Wt. with VW Engine	1190 lbs.
Wt. with Canister Engine	1340 lbs.
Gross Weight	1190 lbs.
Overall Length	118.2"
Overall Width	52.5"
Top Speed	70 mph plus* 90 mph plus*

*Performance will vary with conditions and method of driving.



From our website 17.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

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



30/11/15 I am looking to organise 2-3 Combi vans as wedding cars for my sister inlaws wedding on 13 February 2016. I have seen several renovated combis driving around Canberra, and Im wanting to get in contact with the owners to see if its something they would be interested in doing for a few hours. Tanya

30/11/15 Dear Sir / Madam,I am writing as I am looking for a 1956 VW Beetle. The reason I want a 56 is because it would be in memory of someone close to me who is no longer with us. I you may be able to help me in some way. Kind Regards, Daniel.

2/12/15 Dear Mr. Matthews, I almost concluded my doctoral thesis in which I examined the commitment of Volkswagen in Australia dated from 1953-1974. I also considered "Knowing Australian Volkswagens. A definitive history of the VW in Australia" (which was very interesting to me) in my dissertation. The submission date of my PhD is the 22nd of December. In the course of this study I designed a questionnaire. For this I might need your help. Could you please help me and fill in the questionnaire?An appraisal would be adequate and enormously helpful to concluded my PhD. Thank you so much! Kind best regards from Germany, Anna-Elisa

4/12/15 Have 1969 /70 vw beetle semi auto front end damage, for sale front guards and bonnet. Peter

8/12/15 I have just started building my 1959 beetle, looking for a club that will help me with any questions/problems i may have. Regards David

8/12/15 Hi Folks, Wonder if you might be interested in Literature and Brochures, some dating back to the 1950s,

along with die-cast models of boxed 1950s Karmann Ghias by 'Marklin' and OVAL Beetles by 'DINKY' Looking forward to hearing from you. Cheerio Ivan

10/12/15 Hello,I am researching the VW New Beetle RSI cars that came to Australia and were raced in your GTP/ Targa Tasmania series. I believe they were raced by VW in 2000 (Tim Leahey (#35) and Matt Coleman (#53) and sponsored by Century Batteries/Hippies. Later the #53 car was sold to Grocl and the other I believe competed in Targa (Paul Stokell/Paul Gover?) and was involved in a bad accident (fire?) at Bathurst. I am using this information to document the history of all the Cup cars and their whereabouts now. If you or any of your members can offer any information I would be very grateful. Thanks in advance Paul

11/12/15 I live on Magnetic Island and am disposing of my 3 Golf Cabriolets, so I won't be joining. But I want to thank you for the fantastic VIN reference on your most excellent web site. Some dedicated people have really put time into this site. Well done and warm Magnetic regards, Col

11/12/15 Hello Alan is my name I have found a Karmen Ghia in Sydney I need to have a pre purchase inspection on it there someone the club can recommend - I can't afford to buy a bad car , kindest regards Alan

11/12/15 I live in the uk but am an australian who visits sydney twice a year i own a 54 oval and a 73super bug which are kept in sydney and i would like to join the club Andrew Dodd is my mercanic from north rocks and ben seehusen is my school buddy who is a keen beetle man Don

13/12/15 hello good afternoon - I'm license-plate collector and do not own of Australia, It is possible to send one to me I'am memeros of Fusca Clube do Brasil.Best regards Rovilson

14/12/15 I have a 1969 Stick Shift Automatic for sale if anyone is interested it's in WA Russell

15/12/15 Hi, we are in the process of restoring my wifes '62 Beetle and may need to change the swing axle tranny, what codes or year models will be compatible? Chassis No.4615135. Tranny No. 4800671. Eng Non.6640315. Any assistance will be very much appreciated. Regards Ian

16/12/15 My Daughter has just bought a type 3 notch back cool looking car. We are having a few over heating problems when the out side temp gets to 36plus deg. The engine has been rebuilt quiet recently but I think they didn't replace oil cooler. I have doing a little research and I think we should start at the beginning not in the middle and put a extra cooler on it. My problem is I aren't sure what motor is in it and it has been modified I think from 1600 to 1750 and has twin carbs. I have taken a couple of photo's of the cooler with the with the part number showing the trouble is I can't read the first number or may be letter can you help.Thanks can't add photo's think part numbers 811.117.021B Nick.

17/12/15 I want to join club vee dub as I go to the nationals

every year I'm just about to buy a car which has a blueslip and was wondering how I would go getting historical rego regards rob

18/12/15 Hey, I have recently become the proud owner of a "13" Scirocco R and I Friggen LOVE! this car! I am keen to meet other enthusiasts and also learn more about not just my VW but other models and series. Does Club Veedub invite late Veedubbers!? Robert

21/12/15 Good day. Can you recommend/ refer to me someone who can narrow my beam and drop suspension 1967 T1. Canberra. Andrew

24/12/15 I am looking for a power curve chart for an air cooled VW Beetle engine. I would prefer an 1600 or 1800 cc engine, but one of the smaller ones will be okay too. Robert

27/12/15 Hi. I have a 67 split with a Chassis no. 237124075 There is also a K6299 stamped in the engine bay I'm not sure what this is? The Coachwork was also done by A. B. Wilkinson Melbourne. Do you know anything about this place? Many thanks Chris

27/12/15 Hallo, please, what the email contact of you? I write Kombi magazine VW club Curitiba Brazil. Rebuli

29/12/15 How do I sign up ? Bradley

3/1/16 Hi Wondering if I could get some assistance in regarding the trial through the RMS for registration of a vehicle. I have a modified VW kombi and from what I have read is eligible for the log book scheme as long as I am with a club. Can you please tell me what the procedure is to get registration underway for this vehicle that is rarely used and currently unregistered. Please note that this car has been fully engineered and previously registered. Appreciate your assistance in advance Regards Adam

7/1/16 Hi there, my name is Daniel. I just picked up a vr6 with a slipped timing chain. I want to modify the car for track but still has it registered. I wanted to know if this was the right club for me, as I would like to speak to other vr6 owners, who do compete and have modified their car themselves Daniel

8/1/16 We are Klassy Kombi hire and we operate in Geelong and the surrounding country area as far as Lorne and the Surf Coast, Bellarine Peninsula Murray

12/1/16 Hi, I am writing to ask how I go about requesting 'zeitschrift' as a printed copy. I have poor internet access at home (rural) and my phone will not allow me to view pdfs. I managed to read last issue at friends place but its not very easy or convenient. The story on the dormobile was especially relevant and informative as we just purchased a 1975 dormobile conversion late November. Eagerly awaiting your reply, Thankyou, Duan

17/1/16 I wanted to entire about historic rego. I am a club member and have attended a couple of events in Newcastle and I drove down from Gosford for the Stanwell tops run

today. Great day all round. I know you would like to see me at club meeting but it is difficult as I live in woy woy. I am keen to do more events but as always distance is an issue. It's a request only and if I don't meet requirements then that's ok My bus is the 64 yellow splitty that was at Stanwell park today. Thanks Mick

18/1/16 Hi guys I was wondering if you could help me out. Im down in canberra trying to find kombis to hire for my wedding coming up this march. If you could lead me in the right direction that would be great. Thanks. Glen.

19/1/16 I have a 1972 standard beetle, i would like to repair/replace the front seats and would like some valuable advice please. should i re-upholster the original or can i replace them with seats from a small Japanese car. I fell that replacing if possible would be a better option as there would be more seat adjustment than if i retain the original seats. i have googled the question but have come up with no advice. the original seats are hard to release forward and there is only two settings with the seat back.also if the replacing is an option can you please explain which car make seats and do i need to replace the seat sliders. i look forward to any advice on this matter. kindest regards Karen

20/1/16 Hi there,Just after some advise please. I have a old VW motor that I'm wanting to sell, just hoping for some advise on where to start with this. Im in Newcastle NSW if you know of anywhere near my area? Regards Brett

22/1/16 Great site ! I have a Mk 1 Vw Golf Cab and the licencing in uk say they do not know the year of manufacturer. I have chassis no - WVWZZZ3BZWE689725 and using your reference on the site it is a 1989 which is correct. Could you please send me an official email so I can get the car registered. Many thanks. Andrew.

27/1/16 How can I find out what engine I have if there is no serial number Ronnie

1/2/16 Hello, i am enquiring about getting historic rego on my 1961 vw beetle, i have got the car pink slipped, i just need a form from the club to complete the paper work for the RMS. If there is anything else that i need to know, please inform me. The car has been registered for the past 2 years and driven as a daily, but now decided to use it as a weekend drive. Anthony

3/2/16 Yes I have a VW beetle and was trying to find out the information on the motor. it is stamped with 79945-H24. is there anyway you can help me out with the size of the motor so I can do the proper adjustments on it. Thank you Brandon

5/2/16 We recently found the Owners Manual for my late father in law's 1968 VW 1600. It's in average condition but is complete with its original cover. If anyone is interested in the manual, please contact me by email - we would love for it to go to an enthusiast. Geoff

11/2/16 Gday from Canberra, Im interested in doing a Baja conversion on a beetle I have laying around. Could you please give me some ideas on where I can find the fibreglass panels required to do such a conversion. Thankyou, Duan

Car chases in cloud cuckoo-land.

Clarkson's Born to be Riled, 1999

Over the years James Bond has been Scottish, Welsh, Australian, and English. I tell you this because for no particular reason I was lying in the bath this morning thinking about Pierce Brosnan who, of course, is Irish.

I guess he was on my mind because like every other small boy I was given Goldeneye for Christmas, a 007 video in which Sean Bean attempts to break some computers.

The film is not bad, actually, but there are two problems. First, Brosnan delivers all his lines in a curious high-pitched squeak, making him about as frightening as jockey Willie Carson.

And second, Goldeneye plays host to the most preposterous car chase of all time.

Bond, in an old Aston Martin DB5, duels with a Russian fighter pilot in a Ferrari 355 and the two screech, neck and neck, through Alpine passes in a flurry of tortured rubber and wailing engine notes.



Well now, look here chaps. If you put Tiff Needell, who is the best driver I know, in a DB5 and Stevie Wonder in a 355, Stevie would be tucked up in bed at home, after a good supper, long before Tiff got into second gear and was still wrestling with understeer on the first corner. A DB5 is propelled by a six cylinder 4-litre engine which produces 282 brake horsepower. The Ferrari has a 3.5 litre V8 which produces 380 bhp. The Ferrari is also lighter, better balanced and, thanks to a superior chassis, brakes and tyres, about 1,000 times faster through the corners.

To make things even worse, the music was all wrong and the whole thing was intercut with a series of glib one-liners from Brosnan, which were only audible to dogs.

There are so many things to love about Bond films, but the car chase sequences are always wrong. Who can forget that speeded up nonsense in Goldfinger, or the way his trick Aston V8 skied its way out of trouble in The Living Daylights?

The first thing a decent car chase needs is plausibility. I mean, look at The Rock, a Hollywood blockbuster in which Nicholas Cage, a timid little man with pipe cleaners

where his arms should be, leaps into a Ferrari 355 and sets off in pursuit of Sean Connery in a Hummer.

Now even though Sean had been in jail for 30 years and would never have driven anything remotely similar to a Hummer before, and even though Cage had a vastly superior car, the 355 ended up crashing out of contention. Really, in reality the only place a Hummer could get away from a Ferrari 355 is in the desert. In the streets of a major American city, he wouldn't even get 100 yards.

It's the same deal in Ryan O'Neal's film - The Driver. I know the Pontiac Firebird is slow and truculent but there is no way, no matter how good you are, that you could keep up with one if you happened to be in a pick-up truck at the time.

Why, I whisper to myself, do they not put the combatants in similar cars? That's exactly what they did in Bullitt and that's one of the many reasons why this is still regarded as THE best car chase of all time.

The baddies have a Dodge Charger and Steve McQueen has a Ford Mustang - two cars which are evenly matched. Both have V8s, which provide all the aural backdrop you could possibly want, and as a result the director, Peter Yates, decided no musical accompaniment was necessary.

The Charger had a 7.2-litre (440 cu-in) R/T V8 which churned out 375 bhp - the same as a Ferrari 355 - and a massive 480 ft-lbs (650 Nm) of torque, the same as an oil tanker. But even though the Charger's headlamps were hidden behind vacuum-propelled covers for better aerodynamics, we're talking about something that cleaves the air with the efficiency of a fat boy. So the top speed was just 127 mph. But in the lower speed ranges though, where aerodynamics matter less, the Dodge was amazing. With a four-speed manual box, it could haul itself in a cloud of tyre smoke from 0-100 km/h in just 6.5 seconds. It really was something of a thunderstorm this car - loud, dark and a bit scary. It was chaos theory made real.

Steve McQueen's Ford Mustang also had a V8 but it only displaced 6.4 litres (390 cu-in), which in the 1960s US when fuel was 10c a gallon made it something of an economy car. In fact the Mustang was indeed a 'compact', and weighed significantly less than the Charger so it didn't need as much grunt. The Mustang's 390GT V8 produced just 325 bhp and only 427 ft-lbs of torque, but thanks to its lighter weight it could hit 125 mph - and guess what, 0-100 km/h took 6/5 seconds as well. These cars really were evenly matched.

In a battle through the corners, the Ford would win. It had a limited-slip differential and anti-tramp bars to stop the



rear axle leaping about on full-bore, pedal-to-the-metal take-offs. Though in one scene you can see the anti-tramp bars don't work on full-throttle reverses.

The Mustang's steering was better too. There was no power assistance so driving at slow speeds you can see where the term 'muscle car' came from, but once you were moving it became quite direct. There's no way that, through town, the Charger could have gotten away. The Mustang was faster through the turns and easier to drive hard and fast. The Dodge was faster out of town and would pull away up hills.

I've driven both cars, though and would say this. Unless you were the Stig and were really, really good behind the wheel, you'd end up crashing the Dodge into a couple of walls, and then a petrol station where you would be burned to death. Which in Bullitt is exactly what happened.



When the baddies finally went off, into a garage, which explodes, it was for a very good reason and not because the driver had suddenly decided to apply the handbrake. If you look closely you'll see the Dodge trundling merrily off behind the erupting fuel pumps. The stunt co-ordinator had released the cable holding the Dodge at the wrong moment - but before the director had time to say 'Er...' the petrol station was already settling over ten states.

Why do they always do that? Why, when there's a corner to be negotiated, does the baddie always travel a little way beyond the apex and then attempt to turn?

This is forgivable if you're pottering along at 50, listening to Abba, but when your life is on the line and you're doing 150 down Regent Street, I suspect you'd be concentrating pretty damn hard on where the road goes next.

The point is, of course, that a car skidding into an ammunition dump is good cinema. A car skidding into a pile of boxes is good television. But a car just stopping is what happens when directors try to stage a car chase for £4.50.

When the two drivers career into a side street and every parked car is a 1972 Hillman Avenger, you know someone has been skimping. This is at its best in *The Bill*, when from time to time Metro panda cars are to be seen in hot pursuit of a suspect in a stolen Montego. It was also done in *Bullitt*, where they were only allowed to close off a few streets for filming. They shot with four cameras and edited the footage together. That's why the Dodge loses six hubcaps, and the famous green Volkswagen gets overtaken six times - you're seeing the same shot from different viewpoints.

In *The Bill* they indicate when turning left, stop for old ladies and, when there are width restrictions ahead through which they can't quite fit, they'll stop and run off on foot. That makes the subsequent arrest dull but much, much cheaper to



film. Car chases should only be attempted when the producers have found a spare million down the back of the sofa.

But, that said, money is no guarantee of success. You see, *Days of Thunder* with Tom Cruise and *Vanishing Point* with Barry Newman both featured the same classic car-chase technical mistake.

The *Vanishing Point* chase is pointless anyway. Here's the scene: our man Kowalski is thundering across the Nevada desert in his Dodge Challenger when he is invited to race by another chap in a cut-down, souped-up E-Type Jaguar.

The road ahead is straight. A normal E-Type would be able to do 145 mph, whereas the racer we see should do considerably more.

Now a standard Dodge Challenger's top speed is 113 mph. Even with the benefit of a bigger engine, souping up and even a supercharger, the wardrobe-style aerodynamics would prevent it from doing much more than 135 mph. The Jag, then, would walk it in.



Yet here it's a stalemate. Or so you'd think with the cars side by side. But wait, what's this - the good guy Kowalski changes gear and whehey, his Dodge has roared ahead.

What?! Did he just forget there was one more gear still to go? No, it's worse than that. In fact, he actually changed DOWN, going back to third. Surely in a film made about cars for people who know and understand cars, someone on set could have pointed out that you can't change down when you're flat out in top.

Well you could ... but 16 small holes would appear in the bonnet as the valves free themselves from the head and attempt to reach earth orbit.

We get the same preposterous gearchanges in the Nascar race car film *Days of Thunder*. The diminutive Tom Cruise is in the lead when someone attempts to come past.

What does he do? Why he changes down of course. Sounds great. Looks idiotic. If you change down in a Nascar racer at 200 mph, the engine will come flying into the car's cockpit via the air vents. You would have to walk to the pits, picking bits of camshaft out of your teeth, where Robert Duvall would hit you with a wheel brace.

Small wonder joy-riders feel a need to go out at night provoking the police to chase them. If only they'd start putting decent car scenes in films again, there'd be no need to do it for real.

Jeremy Clarkson

The technical revolution in the toyshop.

You'd be forgiven for thinking that the motor industry is at the molten core of that white heat of technology thing we've heard so much about. But I'm not so sure.

A cursory investigation into the progress of the car reveals that it has actually been a pretty cautious and conservative affair. There have been a few highlights, such as the Mini, VW Golf and the Citroen DS, but none of the quantum leaps we've seen in aviation. And so much of what we considered new developments in the car -supercharging, turbocharging, fuel injection, variable valve-timing, anti-lock brakes, composite materials, sat-nav, fuel cells - were handed down from above.

Now it turns out that the situation is worse than I thought. I recently worked on a BBC programme about my favourite childhood toys, and it transpired that much of what the motor industry has touted as new ideas over the last decade could be revealed as old hat after a quick rummage around the attic.

Take the business of platform sharing. If this has ever confused you, I should explain that a car's 'platform' is essentially the floor of its bodyshell, plus perhaps a bulkhead or two. The platform is responsible for much of a car's structural integrity and crash-worthiness, and therefore its design consumes a disproportionate amount of the total engineering effort. Sharing them between several models makes obvious sense.

Students of fashion and advocates of greater choice will say this is a good thing, since it spawns a greater variety of cars. The Audi TT, for example, is essentially a Golf underneath, and would probably have died on the drawing board but for this simple manufacturing expediency. The Golf has also given its platform to the Scirocco, Caddy, Tiguan and Touran, various SEATs and Skodas, and the dreadful New Beetle. The outgoing Alfa Spider was based on the Fiat Tipo, and the previous generation Porsches Boxster and 911 were more closely related than you might think.

Meanwhile, connoisseurs of the car say it's a bad thing, because all these so-called 'niche models' are hamstrung by the dynamic attributes inherent in the common platform. Both groups have a point, but neither should imagine this is anything new.

If you have a Tri-ang Flying Scotsman kicking around the house (it was their best seller, so you may well do) you

already own an exemplar of platform sharing; by which I mean the platform on which the engine is built, not the one at which it stands. At the advent of Tri-ang Railways in the early '50s, the model railway was already a very old idea, but model railways were either very crude or very expensive. Tri-ang's genius was in producing something convincing and accessible, and they did this by reducing the number of rolling stock 'platforms' they needed. With a relatively small handful of locomotive chassis, electric motors, coach bogies and wagon frames they produced the biggest range the world has seen. It was all affordable, too. Closer to home, Scalextric was up to something similar. And VW thinks it's been clever in using that Golf platform for a handful of Skodas.

'Modularity' is something else that the motor industry has been very smug about, especially in relation to engine designs in which one cylinder 'unit' can be multiplied to form a variety of configurations. But what is Lego if not unutterably modular? Architects love the stuff: it can be used like real bricks to build miniature houses, large bricks can be used to replicate the sub-assemblies of pre-fabs, and individual bricks can even represent whole buildings in models of entire towns. This stuff has been around since the '40s.

Interchangeability of parts? It sounds impressive but Meccano showed the way over 100 years ago. Indeed, its creator Frank Hornby (later of trains fame) was inspired by the apparent standardisation of components used in the day-to-day machinery of late Victorian Britain - cranes and so forth. Any two parts from any two Meccano sets in history are completely compatible, even the nuts and bolts. Will Mercedes-Benz be saying that in 2105?

Remember all that fuss about the Japanese technique of poke yoke? It's a system of fool-proofing, of designing components such that they will only go together in the one correct way. Build the Airfix 1/72nd-scale Heinkel 111 and you will understand it perfectly. The locating pins on the two engines are positioned in such a way that you simply cannot build them the wrong way around. That kit came out in 1962, by the way.

I said in my programme that the story of toys is the story of everything: of society, of the economy, and most importantly of new manufacturing techniques. Closing the lid on my virtual toybox and returning to my normal day job, I find myself somewhat disillusioned.

I think it's high time the car industry stopped playing around and gave us something really new.

James May



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