

Zeitschrift



Vale Brian Walker (1945-2018).

April 2018

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Newcastle All German Day
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The Toy Department**

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Mysterious Distributors
1993 VW show photos
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2017-18.

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John Ladomatos	Brian Walker	
Craig Adams	Martha Adams	
Norm Robertson (JP)	Eddie Fleita	
General Committee:		
Shirley Pleydon	Charlie Attard	
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Conie Heliotis		

Canberra Committee.

Chair:	Willie Nelson	chair@canberra.clubvw.org.au
Secretary:	Mandy Conway	vicechair@canberra.clubvw.org.au
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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
H&M Ferman	Volksbahn Autos Pty Ltd

25 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
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20 years and over.

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BWA Auto	Westside Mufflers
Camden GTI Performance	Wolfsburg Auto Melbourne

5 years and over.

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

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



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??



www.slotshop.com.au



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.**

**Proudly Sponsored by: Hunter Volkswagen, Shannons Insurance,
Gentlemen's Outfitters Charlestown, Warners Bay PS,
Edgeworth Eagles FC, DJ Vinnie, Cafe 1953 & KRD Print**



HUNTER MOTOR GROUP



Volkswagen



For Further Info Contact Andy 0407 016 903

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Berry

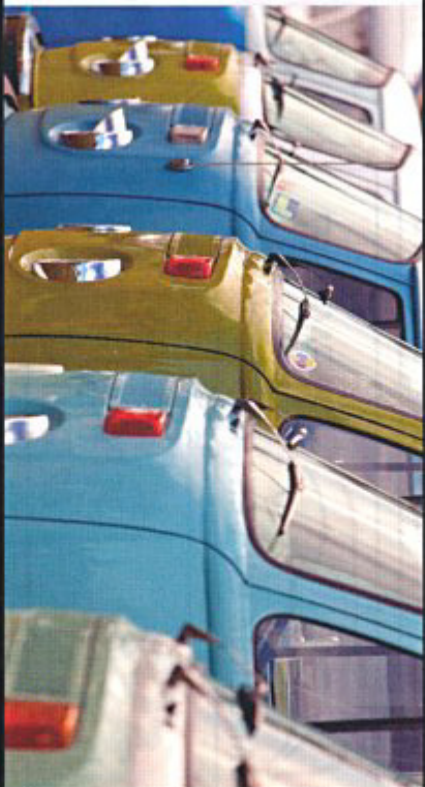
Blast

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 gam.

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



High Performance VW Engines
Since 2008



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

Bugs and Buses by the Bay

Sun 8th July 2018

NEW LOCATION: Fennell Bay Park - (Toronto Lions Park)
on the sunny shores of beautiful Lake Macquarie NSW

Time: any time after 10am for lunch

All Volkswagens are welcome

Bugs, Buses, Buggies and all others types of Volkswagens old & new even if you don't have a Volkswagen and just want to come along.

So get your VW's out and your picnic basket and come along for a day out with some Volkswagen friends,

There's BBQ'S in the park & play ground for the kids. Lots of picnic spots for all the family.

The Lions Club will be there making sausage sangers etc.

Also a coffee van for your coffee, hot choc etc

The first 30 cars will receive one free coffee (1 per car for 1st 30 cars)



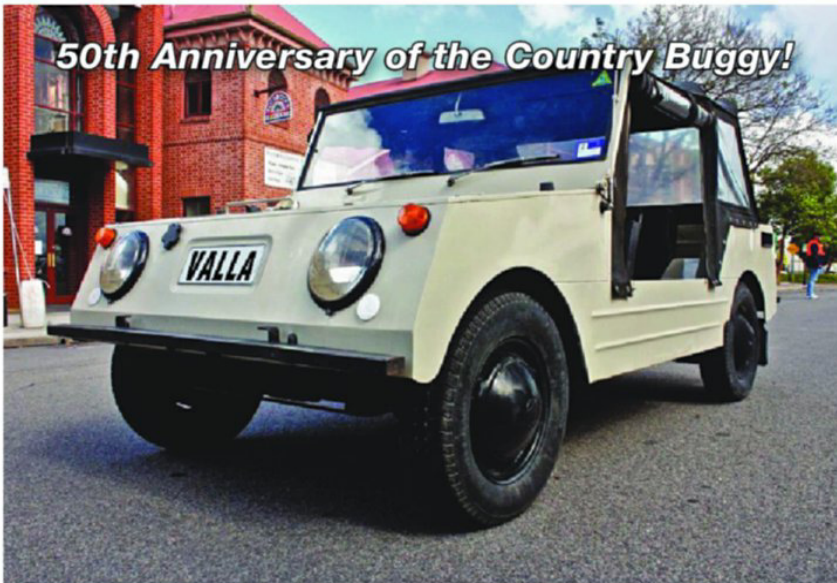
Email: bugsandbuses@hotmail.com

Moved from Croudace Bay.

Volkswagen Spectacular

VALLA

29th July to 6th August 2018



- Show & Shine
- Top 10 VWs
- Cruises/Photoshoots
- Country Buggy Challenge
- VW Clubs Challenge
- The Ben Durie Memorial Challenge Lap Dash at Raleigh Raceway Thursday and Friday
- Convoy from Valla Beach Tourist Park to Nambucca Heads
- Swap Meet & Night Markets
- Dancing - Theme: Gatsby
- High Tea
- Ladies Morning of Pampering
- Children's Fun Time



www.volkswagenspectacular.com • Ph: 0427 695 203

Von dem Herrn Präsident.

Hi all, well the sad news for the month is the passing of one of most well-known and well-loved club members, Brian Walker. He passed away last month after a long fight with cancer. Brian was one of our most active club members, always willing to get in and help out even when his health began to fail. We all have fond memories of Brian rolling about in his wheelchair after he'd lost one leg due to the cancer, still giving cheek at the meetings and still driving around in his silver Golf with his wheelchair on the roof.

Brian joined the club around 1990 and joined the committee as a general helper in August 1992. You might not know that he was elected President in 1993, replacing Steve Muller after his six-year stint. Brian however was only president for one year, replaced by Ivy Martin in 1994. After that, Brian became Sales/Merchandising Officer in 1995 and was happy to keep this job until 2003, when Raymond took it over from him.

When our club merged with the former VW Club of NSW in 2008 and gained their CAMS affiliation, Brian joined the newly formed Motorsport Committee. He's still listed on that committee today. Brian spent many hours on the track at the VW Nationals Supersprint, helping out with everything from the pit lane to the track flagging. He also did many jobs at Fairfield on the Sunday, helping to ensure the day ran smoothly. It will be hard this year running the Nationals without Brian.

I know Brian very much enjoyed being a Club member, so on behalf of the Club I want to pass on all our condolences and thoughts to Brian's family. Thank you also for inviting us to Brian's farewell at Ingleburn last month. Brian will be missed a lot.

Otherwise, it's been a bit quiet leading up to our major event, the VW Nationals in May, but there are still three great events to attend before the Nationals comes around.

The first one will be a slot car challenge at the Slot Shop at Banksia, put together by Jeff and Phil, sounds like fun and then an annual event near Newcastle, hosted by certified VW nut Andy Roberts at his property 'Andemar'. And the third event is the annual Berry Blast From The Past show at Berry Showgrounds. Hopefully you can make it to these events, there is more information in about these events in this magazine.

Our major event of the year is of course the VW Nationals. Due to Dave

Birchall being an unrelenting pest (to the ARDC) we will have a Supersprint this year, so get your entries in. Sunday is the usual show day at Fairfield Showground.

We will certainly need people to help us out on the day, just doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let me know.


Our Vintage Registrar, John Ladamatos, would like to remind all our Historic Plate owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for. There's plenty happening during the rest of year as well, in; check the calendar.

We'd love to see you and your VW (old or new) at an event.

See you soon,

Steve Carter





IN MEMORY OF

Brian Joseph Walker


21 NOVEMBER 1945 - 10 MARCH 2018

You strove to live alone,
To talk and walk around,
But as the illness was relentless,
You were forced to give-up
ground.

God saw you getting tired,
When a cure was not to be.
So He wrapped his arms around
you, and whispered,
"Come to me."

And when I saw you sleeping,
So peaceful and free from pain
I could not wish you back,
To suffer that again.

You did not deserve to suffer
more
So He set you down to rest.
To God's garden you are
surely bound,
So to sit with all the best.



Kanberra Kapitel report.

Greetings from Canberra,
Well, 2018 has not slowed down at all yet. Easter came and went and now school holidays and ANZAC Day will be upon us in a blink of an eye. Of course ANZAC day is traditionally the time to turn on the heaters here in Canberra; however there have been a few chilly mornings already just to give us a taste of what's to come.

The club recently attended the annual Wheels Car Show, put on by the ACT Council of Motor Clubs. This is one of two large shows the Council coordinate for all local car clubs and enthusiasts of the ACT and surrounding regions. A report and pictures from the show can be found further into this edition of the magazine.

During March I was invited to attend a gathering of VeeDub enthusiasts here in Canberra; where most are not members of our club. This group who communicate and organise impromptu get-togethers do it all via Facebook. It is great to see all those VeeDubs out and about, getting used and gathering with like-minded people. It was also a great opportunity to chat about the club and explain the benefits of membership. It's also important to note that not all enthusiasts are "club people" and we need to ensure that no divide or friction exists between them and the club. What this did do for me was to think about ways we, as a club, can become more attractive to these (mainly younger) other enthusiasts and create a large VW enthusiasts community. I'm certainly open to ideas on this subject should anyone like to offer any.

I was also lucky enough to be in Manly on the same day as the Manly Kombi Festival in early March. It was great to see so many fantastic Kombis and a few other VeeDubs on display. I got to chat to a few of the owners who were all very happy to stop and have a chat to another VeeDub enthusiast.

Our biggest event of the year, the ACT German Auto Day (GAD) is now well into the planning. At this stage, the date is 23 Sept 18, so please place it in your diaries and do your best to get along to what promises to be a great day. The venue will once again be Pialligo Estate near the Canberra Airport and this year the Porsche Club are the lead organisers.

Our chapter will also be attending the VW Nationals in May, so anyone wanting to attend please get in contact with Mandy so we can organise the best option/s for a convoy to Sydney.

There are also a number of the chapter members already booked in for the Volkswagen Spectacular at Valla. Once again, if you are considering attending, please contact Mandy so we can organise the long drive up there and back.

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.*

April.

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

Supersprint Pre-scrutineering

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

To try to save as much possible on race day, we will be holding pre-scrutineering at:

Vintage Vee-Dub Supplies

Unit 1, 11B Harp St
Campsie NSW 2194

on **Sunday 20th May 2018** - 7am to 12 midday

You must pre-book with Craig Adams. If we don't get 7 or more pre-booked, it will be done instead on the day of racing.

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

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.

Thursday 3rd:- 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).

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 'Amaroo' 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.

Thursday 7th:- 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.

Thursday 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 onwards 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).

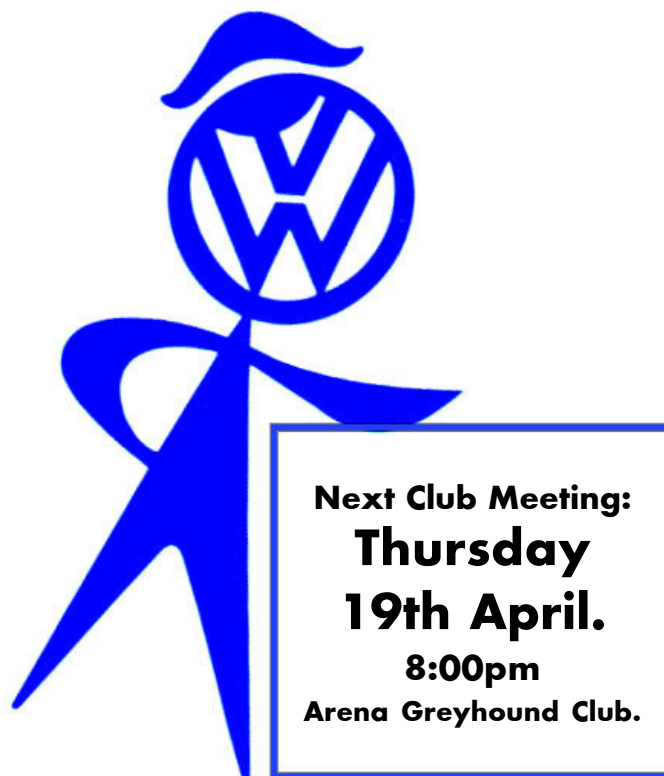
Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

August.

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

Saturday 4th – Sunday 5th:- VW Spectacular 2018 at Valla Park, Nambucca Heads. These are the main activity days but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant convoy and street parade at Nambucca Heads; racing at Raleigh Raceway; fund-raising charity dinner and auction. Sunday car show with Top 10 Shootout, swap meet, traders. VW activities all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at



vwspectacular@gmail.com. Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

Thursday 9th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 25th:- Kombi Bistro dinner get-together. For anyone who is looking for something to do on the Saturday night prior to the Cruise, we will be meeting at The Vineyard Hotel, cnr Windsor Rd and Boundary Rd, for a feed & get together from 6.30pm.

Sunday 26th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and Forty-Horse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

Monday 27th:- 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.

For Sale:- I have set of wheel arches, bonnet and boot lid, for 1974 VW Beetle. Near side front has damage. Contact Bryan Comer on 0426 195353 or email bryancomer@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 \$4950 ono. Contact Tony on 0415 240902 or email tcdragon52@gmail.com



For Sale:- I've recently inherited a **2000 VW Trakka Van**, and I am looking to sell it. As far as I understand it is 1 of 2 in the country. It is fully equipped, originally was the Trakka dealers personal vehicle, bought in 2002. It is 2 tone Tan/Orange and White finish. Turbo Diesel Manual transmission Cold front vehicle AC Bull Bar Tow bar Roof racks Alloy wheels Cruise control Fiamma roll out awning Bed seat design with seat belts for 4 passenger Sliding bed seat Walk thru to front cabin Passenger swivel seat 2 burner stove 80 litre Fridge / freezer House battery Battery charger Underfloor water tank Sink with water supply Sliding windows Plenty of storage space High beam driving light bar Rear shower Thought I would get in touch with you hoping that someone would have a rough idea of how much it would be worth, and if there were any members of the club that would perhaps be interested in purchasing it. Contact Daniel Willington on 0450 606451 or email daniel.willington97@gmail.com

For Sale:- Hi There, I have a **1977 restored VW Cabrio** for sale that I'm trying to get to existing VW lovers. Can you help me or offer some advice? Contact Mr Don Glover on (07) 5514 0499 (BH) or 0418 248288 (mob), or email winbloc@bigpond.net.au

Wanted:- Solex 34 PICT carburettor to suit VW engine. Please phone Bob 0401 194368 or email rbclemnan@hotmail.com

2nd month 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. If you can help, please contact 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

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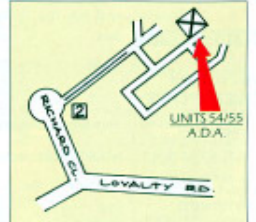
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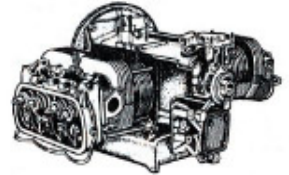


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category. This makes it impossible to separate Beetles from Type 3s, and Type 3 wagons from Microbuses. These VW model sales totals, as reported by the FCAI, are published year by year our history pages at www.clubvw.org.au/history

However we do know that the last Beetle came off the Clayton assembly line in July 1976 (which by then was owned by Nissan), killed off by slow sales and its inability to meet the new ADR-27A pollution rules that had just come into force. It came off the line with a '260,055th' Australian Beetle sign, and a poignant photo with the VW factory executives gathered around it to see it off. We therefore take 260,055 as the overall total for Australian Beetle sales.

The Golf became fully imported from 1977, much improved but at a higher price. Sales dropped despite the Golf diesel joining the local range in 1978.

Altogether the Golf sold just 12,198 over six years up to its discontinuation in 1981. It finally reappeared in 1990, in bespoilered Mk1 Cabriolet and Mk2 8-valve 4-door GTI forms, under new importers Ateco and later TKM/Inchcape. The Golf 3 arrived in 1994 and the Golf 4 in 1998, and by the beginning of 2001, when today's Volkswagen Group Australia was formed, the cumulative Golf sales total had reached just 29,596.

Since 2001 the range of Golf models available to local buyers has much expanded, with the Golf 5 arriving in 2004, the Golf 6 in 2009 and the Golf 7 in 2013. The cumulative Golf sales total reached 50,000 in June 2004, and then 100,000 in July 2009 when a VW Australia photo celebration was held at Barrangaroo. The 150,000th Golf was sold in June 2012, the 200,000th Golf in October 2015 and the 250,000th Golf in May 2017, but surprisingly these later milestones were not celebrated at all.

This might change with this new record. The Golf total by the end of 2017 had reached 256,158. Then, with 1,523 more sales in January, 1,649 sales in February and now 1,713 sales in March, your calculator tells you that the total is now 261,043 – beating the long-standing VW Beetle record.

These figures show that the Golf is the now the biggest-selling Volkswagen model ever sold in Australia.

Golf overtakes the Beetle.

With 1,713 Golfs sold in March, the cumulative total of VW Golfs sold in Australia since 1976 has now reached 261,043 (not counting a few hundred extra Golf Alltracks sold in 2016-17, classed as SUVs for which I don't have precise data). This passes the long-standing record of 260,055 VW Beetles sold here from 1954 to 1977, now making the Golf the most popular Australian Volkswagen model ever.

Worldwide, the Golf overtook the Beetle's total back in 2002, when the Golf passed the 21,517,415 that the Beetle had reached to that point. This made the Golf the most successful world-wide Volkswagen model ever. The then-Australian VW boss Peter Nochar commented that, "The Golf is our single most important model, and maybe in future when people think Volkswagen, they will think Golf first and Beetle second." The Golf forged on and the 30 millionth Golf was made in 2013.

It took a lot longer for Australia. The Beetle was once one of the top three car models on our market, and in 1960 was second only to the Holden. It was locally assembled here from 1954 to 1959, fully manufactured from 1960 to 1968, and assembled again from 1968 to 1976. The Golf was briefly locally assembled in 1976, but has been fully imported since then. Golf sales were halted in 1981 and not restarted until 1990. Significant annual Golf sales have only come about in the last ten years.

Surviving sales records make it difficult to be specific about exact Beetle sales in Australia. The FCAI did not count 'Beetle' or 'Type 1' as a model in those days. They counted 'VW 1200' and 'VW 1300', which was fine, but from 1968 they counted 'VW 1500' and 'VW 1600' sales. They also counted 'VW Station Wagon' in the commercial





UK lady owns VWs for 50 years.

A woman from York, UK, has recently reached half a century of continually owning and driving a wide variety of Volkswagen vehicles.

With the total now standing at 16 Volkswagens over those 50 years, Mrs Karin Wilson has been looking back over her half century of motoring, which began when she purchased a cream-coloured Volkswagen Beetle from North Riding Motors in 1967.

"I loved the Beetle right from the beginning," said Mrs Wilson. "It was brand new and it cost £585, I remember other Beetle owners would wave at you as they drove past. We drove it to Austria and Germany on holiday. It was slow up the mountain passes, but we knew it would get us there and back."

Another model that stands out for Mrs Wilson is the Danbury Caravette camper: "It was a 1968 model and we bought it in the 1970s. We took it on quite a few holidays, my daughters really enjoyed it, too."

As well as the Beetle and Caravette, Mrs Wilson has owned another Beetle, three Golfs and 10 Polos, making a total of 16 Volkswagens. Her current car is a four-year-old Polo R-Line with a 1.2-litre TSI engine.

"Volkswagens are safe and secure, and they feel safe and firm to drive," explained Mrs Wilson. "That's the case with my Polo, and I love the panoramic sunroof too. Volkswagen has a reputation for making reliable cars and that is what we have found all these years, it has kept us coming back. And they always look good."

Mrs Wilson's local Retailer is JCT600 Volkswagen York, where she was recently invited for coffee and cake to begin her half-century celebrations, which also included gifts and a letter of thanks from the Director of Volkswagen Passenger Cars in the UK, Alison Jones.

"I've always had really good service from all the Volkswagen dealerships," added Mrs Wilson. "They're nice and friendly and when you walk in they remember your name, and the salespeople don't put pressure on you to make a sale. They don't need to because of their confidence in the cars."

JCT600 Volkswagen York Head of Business Andrew

Exon said: "This is a fantastic story. We've obviously known Mrs Wilson for a long time and we wanted to celebrate her landmark.

"We look forward to seeing her again in the future and I think this is a tremendous example of customer satisfaction. It really illustrates the value for money that we offer to our customers.

"JCT600 has a rich history and, ultimately, this is what we try to do every single day: we want to ensure our customers are happy so that they enjoy their cars and continue to return."

Volkswagen has long enjoyed strong customer loyalty and the manufacturer's UK customer service team is aware of similar durations of ownership and of many high mileage cars in use every day. But Mr Wilson's feat is particularly impressive.

Alison Jones, Director of Volkswagen UK, said: "It's heart-warming to see and hear Mrs Wilson's affection for the Volkswagen brand.

"With our Retailer partners we work incredibly hard every day to meet our customers' justifiably high expectations and, clearly, brand loyalty such as this shows we're doing just that."



Can YOU beat this record of owning Volkswagens continually for 50 years? I'm sure we can out-do the Brits. For example, club member Laurie Murray still owns the Beetle he bought new in 1964 – that's 54 years for starters – and that's ONE VW continuously in addition to owning others along the way. What about you and Ray, Shirley? How about you, Bevan? Can anyone else beat 50 years of continuous VW ownership? Let us know by email at editor@clubvw.org.au. Club Veedub will arrange prizes and a presentation for the winner (VW Australia should be doing this too!)

2018 Polo.

Volkswagen Australia has today confirmed drive-away pricing for the just released redesigned 2018 Polo, which is set to start at \$17,990

The base 70TSI Trendline is priced from \$17,990 drive-away with a manual, identical to the previous list price. It's the same story for the dual-clutch model, priced from \$20,490 drive-away.



Power comes from a 1.0-litre turbo three-cylinder petrol engine, making 70 kW of power and 175 Nm of torque. The base model rides on steel wheels, but you get city-speed autonomous-emergency braking, tyre-pressure monitoring, a leather steering wheel and an 8.0-inch infotainment screen with Apple CarPlay and Android Auto.

You also get Bluetooth phone connectivity, dual USB ports, cruise control and manual air-conditioning.

Moving up to the 85TSI Comfortline bumps the price to \$20,490 in manual guise, or \$22,990 with a dual-clutch transmission. Both those prices are just \$1000 above the manufacturer's list price.

Buyers get a more powerful 85 kW engine, along with alloy wheels, automatic headlights and wipers, an auto-dimming mirror and cloth armrests.

The Launch Edition will cost \$21,490 as a manual, or \$23,990 with a DSG. Once again, they're both \$1000 increases over the list price.

Launch cars get 16-inch wheels, wireless phone charging, rear privacy glass, fog-lights and tinted LED tail-lights.

Metallic paint is a \$500 option, as is a \$1500 Assistance Package on the Comfortline and Launch Edition – the latter adding adaptive cruise control, blind-spot monitoring, rear cross-traffic alert and power-folding door mirrors.

Volkswagen Australia has confirmed a sporty R-Line Package will be offered later this year, along with the Active Info Display.

See the latest Polo at your Volkswagen dealer now.

2018 Volkswagen Polo pricing:

70TSI Trendline – \$17,990/\$20,490 (manual/DSG)

85TSI Comfortline – \$20,490/\$22,990 (manual/DSG)

Launch Edition – \$21,490/23,990 (manual/DSG)

No Polo GTI manual.

Unfortunately, Volkswagen Australia will not offer a manual gearbox option on the brand new Polo GTI, due in August. It will still be available overseas, however, should VW's local arm change its mind.

Citing a lack of market demand for clutch-pedal cars in our market, VW Australia will instead offer its new entry grade pocket rocket solely with a DSG and paddles – just like

the outgoing model before it received a mid-life upgrade in 2015.

Sales figures show that about 30 per cent of people who've bought the outgoing Polo GTI over the past years, since the manual option arrived, have chosen this gearbox type. But VW Australia reckons that's more because of its 70 Nm torque advantage over the DSG (320 Nm v 250 Nm from a 1.8 turbo).

Contrasting with this, the 2.0-litre turbo Polo GTI in new generation form gets the same 147 kW/320 Nm outputs with both gearbox options, thanks to a stronger DSG, spelling the end for the manual here.

At least, unless overwhelming market demand changes VGA's mind, at which point its parent in Germany will send some our way, as it will for the UK from later this year, according to UK press sources.

Strengthening the case of VGA's product planners to go DSG only, is the fact that just 10 per cent of all Golf GTI and Golf R models sold here have manuals fitted, with even the 'purist focused' GTI Original three-door overwhelmingly sold with the extra-cost DSG.



It's no surprise that fewer Australians are keen to shift their own gears, but if ever a vehicle suited a manual, it'd surely be a hot hatch like this, right?

Well, Volkswagen isn't on its own. Former manual-focused Renault doesn't make its Clio R.S with anything other than an EDC dual-clutch auto any more, though its new Megane RS will come with a manual or auto.

The Mk6 Polo GTI will in fairness be a dead set rocket with either 'box. Zero to 100 km/h in 6.7 sec, in fact. That power figure matches the Mk 5 Golf GTI released here back in 2005, and the torque is 40 Nm higher. Expect pricing to kick off at about \$30k.

VWs affected by Takata airbag recall.

The Takata airbag recall has become the largest automotive recall in history, affecting more than 100 million vehicles and nearly 20 automotive brands around the world who used the airbags supplied by the Japanese component manufacturer.

Among those are some four million vehicles in Australia. Globally, there have been 20 deaths linked to the scandal, and 230 serious injuries. One Australian motorist lost their life to a faulty Takata airbag in July 2017, one month after another Australian driver was seriously injured.



In February 2018, the recall of vehicles affected by the faulty Takata airbags was made compulsory under law. Volkswagen Australia has announced a multi-stage recall for 106,804 affected vehicles,

VW Australia is at pains to mention none of these vehicles are fitted with the more dangerous 'alpha' inflators, and points out no current-generation cars are impacted.

The list of included cars and the number of vehicles included is below:

- 2009-2013 (Mk6) Golf – 35,817
- 2012-2015 (Mk6) Golf Cabrio – 2,256
- 2010 (B6) Passat – 2,509
- 2011-2015 (B7) Passat – 17,741
- 2007-2009 (A4) Polo – 3,952
- 2010-2014 (A5) Polo – 5,730
- 2009-2016 CC – 4,461
- 2010-2014 Eos – 3,112
- 2013-2014 Up! – 2,296

Along with passenger cars listed above, the 2006-2017 Crafter (10,685) and 2008-2015 Transporter Multivan (18,245) are also being recalled.

Volkswagen will contact owners of affected vehicles when they should visit a dealer for a (free) replacement airbag.

The full campaign needs to be carried out by December 31, 2020, or all affected car companies, including Volkswagen, face severe penalties.

Certain types of airbags made by Takata Corporation of Japan use a chemical called phase-stabilised ammonium nitrate (PSAN) as a propellant. Investigation by the ACCC concluded that Takata PSAN airbags without a desiccant (or drying agent) or with a calcium sulphate desiccant have a design defect.

Due to this defect, as the airbag ages and is exposed to high temperatures and humidity, the PSAN propellant is exposed to moisture and degrades. If this happens, when the airbag is triggered and deploys (in a collision), it may deploy with too much explosive force, rupturing the airbag inflator housing so that sharp metal fragments shoot out and hit vehicle occupants, potentially injuring or killing them.

After years of blaming manufacturing and component-handling errors for the issue, Takata eventually acknowledged

its airbag inflators were defective. Takata had a previous major recall in the US market in 1995, over faulty seatbelts.

On June 27, 2017, it was made official that Takata Corporation has filed for bankruptcy and its remaining assets will be purchased by US-Chinese Key Safety Systems.

Tiguan Allspace hybrid.

An undisguised plug-in hybrid Volkswagen Tiguan has been spied on the snowy roads of Sweden this week, previewing an upcoming variant of the popular VW SUV.

Despite being spotted in Europe, the Tiguan prototype pictured is actually in long-wheelbase Tiguan L guise – meaning it's a China-market version – wearing '430 PHEV' badges.

There's also a blue 'PHEV' badge in the front grille – positioned where the 'GTE' badge would normally go – along with unique C-shaped LED daytime-running lights in the front bumper, which are a signature design feature for Volkswagen's plug-in hybrid range.

Otherwise, the prototype looks pretty much the same as any other Tiguan L/Allspace, including the wheels, headlights, tail-lights and rear bumper treatments.

It's unclear what exactly will power the plug-in SUV, though the group of Golf GTEs in tow suggest the Tiguan L PHEV/Tiguan Allspace GTE will get the same 1.4-litre turbocharged petrol engine mated to an electric motor and lithium-ion battery pack as its hatchback relative.



The current Golf 7.5 GTE claims outputs of 150 kW and 35 0Nm from its hybrid system, along with a zero-emissions range of up to 50 kilometres and claimed fuel consumption of 1.5 L/100 km on the combined European cycle.

It's believed the production version of the Tiguan L PHEV will make its debut at the Beijing motor show later this year, and a European version will possibly follow shortly after that – similar to the Tiguan L/Allspace reveal schedule from a couple of years ago.

However, Volkswagen's local communications boss, Paul Pottinger, has ruled out a Tiguan hybrid – and VW's other PHEV models for that matter – for the Australian market.

"Electrification in Australia will come to be embodied by EVs from the ID family, not hybrids," said Pottinger.

No Golf GTE for Australia.

In line with these comments, Volkswagen Australia has also abandoned plans to introduce the Golf GTE plug-in hybrid due to global demand, the company has confirmed this week.

Volkswagen Australia's communications boss, Paul Pottinger, said the electrified hatch is in such short supply, it's been pulled from sale in overseas markets.



“Such are the waiting lists for Golf GTE that the markets where it is available have ceased taking orders.

“It won't be available here,” he said.

Despite being high on the local arm's wishlist last year, it appears there's no hope for any of Volkswagen's global plug-in hybrid portfolio in Australia, with the recently-spied Tiguan Allspace GTE/Tiguan L PHEV also ruled out for our market.

The Passat GTE offered overseas is also a no-go for Australia, though Pottinger did confirm the upcoming I.D. electric vehicle family will spearhead Volkswagen's electrification push in Australia – exactly when is still to be finalised.

With that in mind, it's not expected the anticipated plug-in hybrid version of the next-generation Touareg to be offered here either, despite the fact it will likely share its powertrain with the Audi Q7 e-tron.

VW I.D. Vizzion.

Meanwhile, the Volkswagen I.D. Vizzion concept has been unveiled, previewing VW's vision for a fully-autonomous electric sedan.

Based on Volkswagen's MEB electric vehicle (EV) platform that has already seen several other 'I.D.' electric prototypes, the I.D. Vizzion features artificial intelligence (AI), an electric powertrain with a range of up to 665 km per charge, and Level 5 autonomous systems, removing the need for traditional driver controls.

The design is a mix of Volkswagen's futuristic I.D. family and cues from some of its current models, most notably the Passat and Arteon.

It measures 5164 mm long, 1948 mm wide and 1506 mm tall. A 3098 mm wheelbase maximises rear passenger

space – by comparison, the Arteon is 4862/1871/1435 mm (l/w/h) with a 2837 mm wheelbase. In other words, the I.D. Vizzion is massive.

Headlining the VW press release is the I.D. Vizzion's artificial intelligence smarts, capable of learning using the vehicle's array of sensors and cameras. For example, it can make up for missing or interrupted lane markings, and distinguish the different types of vehicles on the road.

The technology also incorporates an in-car assistant, capable of recognising user “needs and tastes” for things like air conditioning and music playlists.

The Volkswagen I.D. Vizzion has been designed for Level 5 autonomous driving, so there's no driver's seat, steering wheel, dash board or foot pedals.

Using everything from laser scanners and ultrasonic sensors to radar sensors and camera systems, the I.D. Vizzion detects the world around it while also featuring connected car technology to synchronise traffic data via the cloud or communicate with smart infrastructure.

The vehicle is powered by a dual-motor electric powertrain featuring a combined output of 225 kW and all-wheel drive, with Volkswagen claiming a range of up to 665 km on the NEDC combined cycle.

Inside, there's limousine-like four-seat 'lounge' seating, with no driver controls or instrument panel.

Volkswagen says the I.D. Vizzion is operated via gesture and voice controls, and all occupants have access to a HOLOLENS which “projects a visual interface into real space by augmented reality” – a hologram, essentially – used in conjunction with special eyewear developed by Microsoft.

Still, there are a pair of physical rotary dials with push-button functions at the front and rear of the centre console, so passengers can manually toggle audio volume or stop the vehicle.

Three travel modes are available to passengers, too: Relax, Active and Family.

Active allows the passenger to sit, work, communicate, play and call up information as desired, think of it as the 'standard' or 'normal' mode. Relax, meanwhile, extends the footrests, plays calming music, and changes the vehicle's interior ambient lighting to a warm colour.

Volkswagen says the HOLOLENS system has various modes, too, including a Learning mode for kids to use interactive and educational programs or games.

There's no firm launch date for the production version of the I.D. Vizzion concept, though Volkswagen does say in its release that its new show car is a vision “of what may be possible by the year 2030” – meaning the launch of a fully-autonomous sedan likely hinges on the development of technology and legislation during the next decade.



A Malaysian Beetle.

A friend from Malaysia sent this to me. Seen on the streets. Couldn't resist the pic.

Cheers,

Carl Moll



The Beetle's Nest

Volkswagen Club of NSW 'Club News', July 1969

When they put the roof back on some 20 years ago, Volkswagen's Wolfsburg plant became - and still is - the world's largest car factory under one roof. In this relatively short period, it has turned out over 13,000,000 Beetles, all outwardly looking pretty much the same.

It is this surface sameness that has permitted a degree of automation in the plant that cannot be produced by any other auto maker. Under the surface, of course, there is hardly a part that could be exchanged with the original car. The dimensions, however, are about the same and this fact, in turn, allows the investment in huge machines and fixtures that in some cases individually have cost more than all the equipment combined in the more orthodox operations such as Porsche.

Take, for example, the automatic body jig. Measuring 30 ft. long by 50 ft. high (9 m x 15 m), it gobbles the top, front, sides and rear body sections and welds them together in 103 places to create 240 complete bodies every hour. It is operated by a few technicians whose main job is to watch the gauges and lights that flash warnings of a malfunction. If traditional methods had been employed, it is estimated that 440 men and 100,000 sq. ft. (9,250 m²) of space would be required instead of just one tenth of that occupied by the jig.

You can see now why VW's reluctance to replace the Beetle is not entirely due to its continued popularity (overseas, anyway; Australian Beetle sales peaked in 1964 and have dropped here every year since). Dozens of machines



like this jig and miles of specialized conveyor systems would be obsolete, not to mention the losses due to plant downtime and worker retention.

(In 1974 VW did indeed pull out all the Beetle machinery, and replaced it all with new machinery for the Golf - Ed.)

VW Nationals Car Show Entry Forms.

Here are the entry forms for this year's VW Nationals Show and Shine on Sunday 27th May. These are the forms that all the show entry cars need to fill out and hand in as they enter the show area. You may find it easier and faster to cut out this one, fill it in and bring along on the day, rather than waiting until you're in the queue at the gate (where these forms are also given out as you enter).

The forms are colour-coded - brown for Aircooled and blue for Water-cooled. The categories available for each type are listed on the sheet. Choose carefully - **you can only enter ONE CLASS**. Make sure you know the correct year and type of your VW, so that you're in the right category. Also make sure you know whether your VW is Standard or Modified.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock-standard and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. If it looks and runs like it did when it was new, it's Standard.

Modified means you've changed the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, new interior, later model or non-VW parts, etc etc. It now looks, runs and sounds different - it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, use the common sense rule. If it looks modified, then it is. If in doubt, ask a Club VW official.

The **Concours Class** is for immaculate stock-standard VWs only (air and water). This is the only category that is judged by a panel of VW experts. The other categories are all peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. All categories will have a First Place trophy. The ten most-popular categories (that is, with the most entries on the day) will also have a Second Prize trophy awarded.



VW Nationals 2018

Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

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Rego No:

Model:

Year:

Vehicle Description:

Category Entered:
(please choose from
listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, and Volkswagen Group Australia Car of the Day.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at 10:30am sharp. Peer judging forms must be returned to the Club VW stand no later than 12:30pm.

Air-cooled Car Show Categories:

#: Categories

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

#: Categories

- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Aircooled - All
- 18 Non-factory Off-road, Buggies, Trikes - All
- 19 Aussie Convertibles and Kit Cars - All
- 20 Best engineered/race - Aircooled - All
- 21 Rat class - All Years - All
- 42 *Concours d'Elegance*

Automatic Entry (do not choose)

39 People's Choice - Air-cooled

41 Volkswagen Group Australia Car of the Day





VW Nationals 2018

Water-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

Category Entered:
(please choose from listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, and Volkswagen Group Australia Car of the Day.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

Water-cooled Car Show Categories:

#: Categories

- 11 Transporter T3 - 1981 to 1992 - All
- 22 Polo, Up! - All Years
- 23 Golf 1 - 1976 to 1983
- 24 Golf 2 - 1984 to 1992
- 25 Golf 3 - 1993 to 1997
- 26 Golf 4 - 1998 to 2003
- 27 Golf 5 - 2004 to 2008
- 28 Golf 6 - 2009 to 2012
- 29 Golf 7 - 2013 onwards
- 30 VW Convertible - (Golf Cabrio, Eos) - All

#: Categories

- 31 VW Sports (Scirocco, Corrado) - All
- 32 VW Sedan (Vento, Bora, Jetta, Passat, New Beetle) - All
- 33 VW SUV (Tiguan/Touareg/Amarok) - All
- 34 VW Commercial (Transporter/Multivan, Caddy Crafter) - All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 Best Engineered / Race Watercooled Vehicle
- 42 *Concours d'Elegance*

Automatic Entry (do not choose)

40 People's Choice - Water-cooled

41 Volkswagen Group Australia Car of the Day



York Motor Museum.

Hello from the York Motor Museum, located 100 km east of Perth in Western Australia. As you probably know, the first privately imported VW in Australia is in our museum. We also have a 1954 cutaway VW chassis.

You will be saddened to hear that unfortunately the previous curator Peter Harbin passed away approx 18 months ago. We have now purchased the museum as a community owned and operated facility from Peter Briggs in Dec 2017. Hence I am putting all this info out as I don't know what has happened in the past.

We have a couple of filing cabinets to go through which is not going to happen in a short period of time.

Your editor Phil Matthews has kindly sent me links to back copies of your magazine 'Zeitschrift', which tells the story of the Haenel's 1946 VW that is in our museum. These issues are January 2010 and January 2014. The car certainly has a long and interesting history.

www.clubvw.org.au/january-2010

www.clubvw.org.au/january-2014

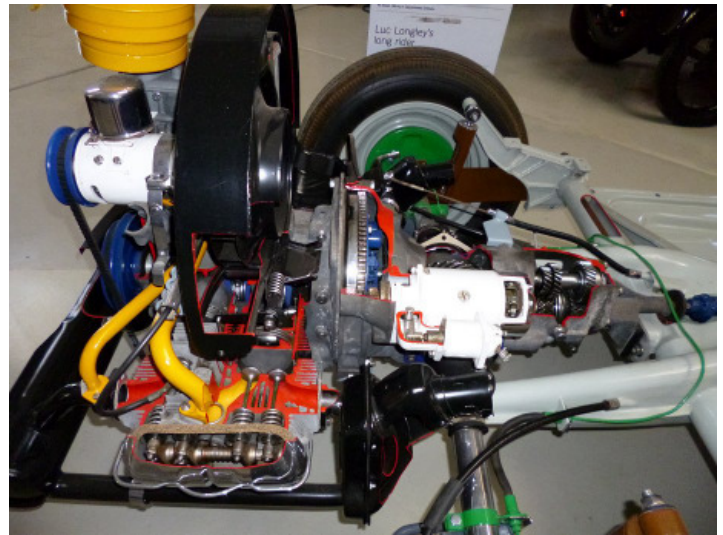


The founder and previous owner of the York Motor Museum, Peter Briggs, said that since his museum opened in 1979 it has attracted more than a million people to the Avon Valley town.

"With the recent unexpected passing of my long-term curator Peter Harbin it has been a time of reflection," he said. "Peter did a terrific job operating the museum for the last decade-and-a-half, and the museum looks great. Last year we enjoyed higher visitor numbers than we have received for many years.

"When we opened the museum 36 years ago, I had no expectation that the museum would become a such a great success for so many years. It is known around the world.

"Recent events have shown me that I am no longer the young man I was when James Harwood and I planned the museum in the 1970s and I think the time is now right to pass my museum on to a new owner or organisation.



"We have no plans at this stage to close the museum. I would like to see a transition so that York does not lose the town's most important tourism drawcard. Over the decades, tens of millions of dollars have been injected into the York economy by the visitors who have come to York to view my cars," he said. "The York Motor Museum put York on the tourist map.

"I am hopeful that we'll find a way for the York Motor Museum to continue for many years to come," he said.

The York Motor Museum was the catalyst for the renovation and renewal of York in the 1980s. Mr Briggs created the Settlers House complex, and other investors joined him renovating the town's hotels and commercial strip. The first around-the-houses motor racing event since the 1960s called the York Flying 50 was run through town and helped create a boom in historic motor sport in Australia.

In 1984, the museum won the Sir David Brand Award for Tourism. In those days there was only one state tourism award every year. In recent years, the York Festival of Motoring created by Peter Harbin has been a great success.

Mid 2016 saw the establishment of the not for profit Avon Valley Motor Museum Association Incorporated by a group of motoring enthusiasts with the sole aim of purchasing the York Motor Museum as a community owned and operated venture.

The agreement for the sale of the York Motor Museum between Peter Briggs and the AVMMA was completed in December 2017 with assistance from Wheatbelt Development Commission and Shire of York.

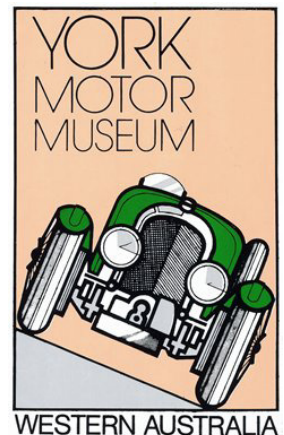
The York Motor Museum is open daily from 9.00am to 4.00pm. If you haven't visited recently, take a look!

Have a look at the Museum's new webpage at:

www.yorkmotormuseum.com If you or any of your members are coming over in the future let me know.

Regards

Brian Johns
(York Motor Museum)
116 Avon Terrace
York, Western Australia
(08) 9641 1288





The S.K.H. crew: (l. to r.), Lee Jones, Brian Walker, John Crozier, Solly Haywood and Chang Vang

Brian at S.K.H. Motors.

As a tribute to Brian Walker, we reprint this article from Australian VW Power, Issue 15 June/July 1991. Brian worked at S.K.H. Motors at this time.

Solly Haywood, S.K.H. Motors' proprietor, heads a team that specializes in right-priced changeover reconditioned VW engines that meet the needs of customers Australia-wide. Located in the Sydney suburb of Moorebank, the enthusiastic S.K.H. crew prides itself upon the quality of both its handiwork and the firm's reliable C.O.D. delivery scheme – you can actually have a fully-overhauled engine delivered to your doorstep within a day of your phone-call: now, that's service!

Brian Walker is the man behind the spare-parts counter. He's backed up by mechanics John Crozier and Chang Vang and the apprentice mechanic, Lee Jones. As spokesman for the company, Brian happily painted a verbal description of the S.K.H. firm and its background: "It had its

origins back in England with Solly. After emigrating and setting up business in Sydney more than ten years ago, Solly – who operated from home initially - established himself in the Moorebank area, over near the highway. He operated out of one of the bays in a Service Station until, a few years ago, he moved to the current premises at 7 Iraking Avenue, Moorebank. This was originally the parts and service facilities for the Liverpool Volkswagen dealer of the time, Provincial Motors."

On the subject of engines, Brian emphasized the fact that "the company can supply a range of standard through to competition motors but, we can also happily clean and service your car, if that's what you want. Whatever you want done, whether it's for an air-cooled or water-cooled VW, we can look after you. We're all VW fanatics here – I've got a Beetle myself and one of the blokes has a Golf.

"Line-boring, grinding and reseating valves, reconditioning of heads: most things can be done here. We do send away any aluminium cases that require welding and, if the cases have to be bored into when building large-capacity motors, we also send them away."

Acquiring a reconditioned engine by mail-order is a fairly straightforward procedure when dealing with S.K.H. Motors, a replacement powerplant being shipped immediately and paid for 'cash on delivery.' At the same time, the old motor is collected and returned to the Moorebank workshop crew. The system guarantees that a customer's car is off the road for only the briefest of periods.

Reconditioned engines range in price from \$895 – \$2450, air-cooled to water-cooled and new heads are always an available option at extra cost. Brian stressed that "all of the engines have new barrels and pistons. The crank and cams are re-ground; the cases are line-bored and have new bearings fitted and new valves are automatically installed in the reco'ed heads. The new valves have been re-seated, there are new guides and the heads have been crack-tested. They're virtually new motors and are usually rebuilt with Brazilian components. You can have the German VW parts if you wish, but the cost will be rather greater."





As an alternative to the changeover engines, customers can have their own powerplants rebuilt to any desired spec and utilize parts from whatever source deemed acceptable: it just means a longer down period for the car in question. For example, getting an engine from Melbourne to Sydney and back takes a day each way. Two days in the hands of the S.K.H. crew for a total teardown, appraisal and rebuild means the best part of a working week would be spent from start to finish. That's longer than the changeover method, but the customer still retains the original motor – and that's worth considering in many cases.

During an average working week, the team turns out from three to five changeover engines and around ten engines in total, this latter figure including the non-exchange rebuilds.

Transmission work is another of Solly's specialities, with all the required tools and jigs available in the workshop. His experience in England has held him in good stead and, these days, the transmissions are all done in-house by Solly himself.

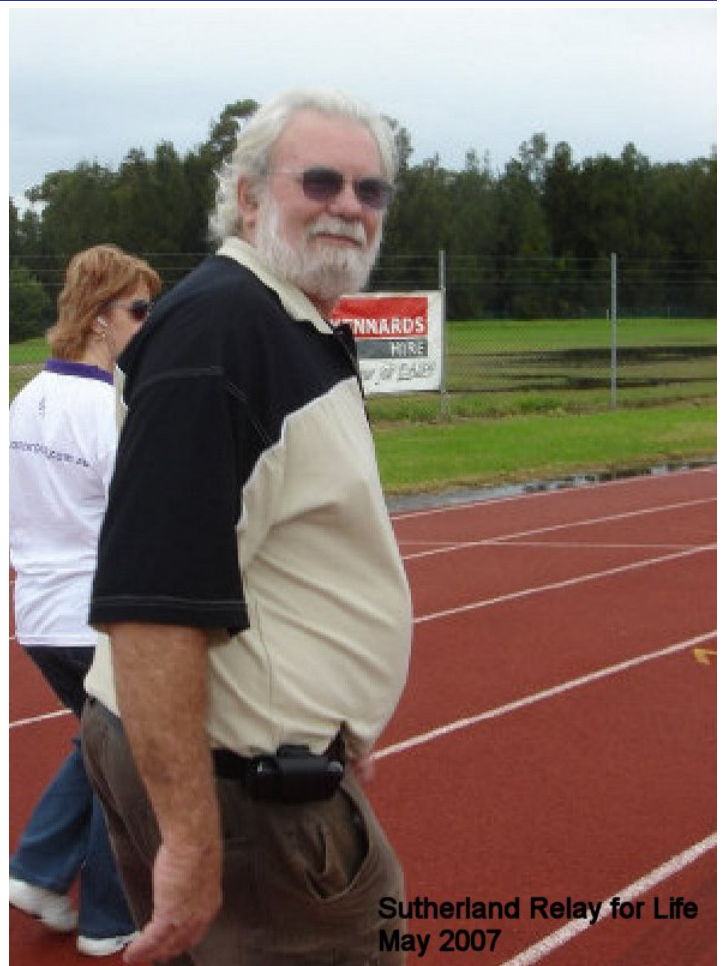
Restoration work on any VW vehicle is feasible and, presently, there's a race car project undergoing the treatment – but, according to Brian, “we really don't get too much of that work. We focus upon the mechanical aspects of the car and the necessary parts. Panels aren't a problem and we have Beetle guards, Golf guards, fronts, bumpers and so forth. There's a fairly good cross-section of both air- and water-cooled components and we pride ourselves upon our ability to supply whatever the customer needs: whether parts, service or both. That's what S.K.H. Motors is all about.”

If your motive power is on the wane and there's that tell-tale death rattle to keep you company on wet, dark nights, it may not be a bad idea to have a yarn with Solly Haywood or Brian Walker, who can be contacted at the VW specialist: S.K.H. Motors, 7 Iraking Avenue, Moorebank 2170. Phone: (02) 602 6059 or fax: (02) 821 3652. Remember: a new approach to the daily grind is only a day away!

Note: Brian later left S.K.H. Motors, and until illness forced his retirement he was working for the Peter Warren dealership group at Warwick Farm. His VW pedigree continued – while Peter Warren is not a VW dealer nowadays, they used to be the Liverpool VW dealer from the mid-'50s until 1966, based on Macquarie St (where Westfield Liverpool is now).

S.K.H Motors closed the Moorebank premises in 2008 and henceforth traded from 20 Sickles Drive in Camden. They were a VW Nationals sponsor until 2010. Solly has his current business card on page 16.

Rest In Peace Brian - we'll miss you! – Ed.





Kombis owned by Laurie and Wayne, Phil's camper, Jeff's Red L Bug, my mustard L Bug and a white Squareback. We left about 7.40 am with Phil taking the lead and arrived at Thirlmere about 8.40 am, a very good run sitting on around 90 km/h, my comfortable speed.

This time we didn't line up in the main street as we have done over the years, but they led us around the back way and ended up in a small paddock the other end of town and not too many oldies there either. Apparently the arrangements have changed and they had a big display of classic cars on Saturday instead. None of the volunteer traffic controllers seemed to know where to send us.

Anyway we no complain, walked around a bit, Phil and Jeff tried to book a seat on

Thirlmere Festival of Steam.

There's not a lot to rave about the trip to Thirlmere on Sunday 4th March, so I'll just play around with words until I think of something worthwhile to write;

There's a photo of 'Fiddler on the roof' - Phil brought his own bucket and water to wash and dry his Kombi with a chamois ! listen mate you know that song 'put another log on the fire' by Bill & Boyd ? you need to get a wife to do all these chores while you work on the club magazines. Or Lily could do it! And there's a photo of me standing near a pregnant bike - Penny Farthing meet Half Penny.

Meanwhile back at the ranch - we met at Uncle Leo's restaurant as usual, only 6 brevado VWs turned up - the two



the steam train for a trip to Buxton, but every morning and afternoon hourly trip was booked out and we didn't want to hang around for the next available at 3.30pm.

Our VWs attracted a few passers by, we were busy for a while talking to people about our pride and joys. I spent some time talking to the gentleman riding the Penny Farthing, he said it was a replica and it costs about \$700 to make one up, but I think I'll stick to my electric push bike not so far to the ground if I fall off it.

There were lots of food and crafts stalls to browse along the closed roads, with all sorts of Easter Show-style foods and drink, and even showbags. Jeff enjoyed the coffee.

We watched the packed tourist train to Buxton leave on its hourly trip. It was pulled by two black steam locos, 2705 and 3016. I used to work for the railways so I know a bit about the trains that were running. The 27-class were called 'galloping camels' due to their unusual external 'Walschaerts' valve gear. The railways used just eight of these UK-built locos, and 2705 is the only survivor. It was restored to operating condition in the 1990s. 3016 on the other hand is one of over 145 30-class locos that were used, originally as 'tank' locos with no tender, but in the 1930s about 80 of them (including 3016) were converted to tender configuration. Thirlmere has static examples of both kinds, while 3016 is the only operational example of either kind.



There were also three other locos under steam, but only on display in the museum grounds and platform. The 3526 express passenger loco, the only survivor of the 35 that the railways once used from the early 1920s, has just finished a major rebuild and stood gleaming and steaming in its new lined green paint. It was previously black for many years, and was even blue for a while in the 1930s when it pulled the Caves Express to Mt Victoria. But green suits it best I think. These locos were regularly clocked at 80 mph through



Toongabbie on the way back from the Blue Mountains.

Likewise the museum's big green 36-class express loco, 3642, which was steaming at the museum's platform for visitors to look over, but not pulling any trains. The 'pig', as they call it, has just finished a major service to boiler and running gear and looked great with its polished wheels and gleaming green paint. Until 3801 returns to service in the next year or two, 3642 is the fastest steam loco in Australia and is ready for another season pulling tourist trains. Thirlmere museum also has sister locos 3609 and 3616 as static exhibits.

Behind 3642 was the giant AD60-class Beyer Garratt heavy goods loco 6029, the only working example of largest and most powerful steam loco ever used in Australia. It was the star of the festival last year after it steamed again for the first time since the 1970s after a two-decade rebuild. These huge locos used to pull heavy goods trains up the steep grades on the Blue Mountains lines and long coal trains from Maitland to Newcastle and Sydney. They couldn't go to Port Kembla though, as they were too big to fit through the tunnels south of Stanwell Park! Thirlmere also has sister loco 6040 as a static exhibit.



It was great to see five locos in steam, and hopefully these (and others currently being rebuilt and serviced) will be operational for us to enjoy them for many years to come.

In the school grounds I enjoyed some Devonshire tea with fresh scones, cream and jam, then we visited the model trains. The people who set them up are very talented and passionate about this hobby, they make them look so realistic. I was going to jump into one and ride, but I forgot my pensioner's opal card.

After that, I went out and bought an ice cream dipped in chocolate and nuts which I enjoyed very much. I left at 12.45pm just before the parade of cars and motor bikes and arrived home at 2.15pm. Jeff and Phil drove in the parade then headed off home too.

And that's the end of my story.

Joe Buttigieg





Our cars had turned up the grass and the mozzies were out and attacking.

A local Vee Dub bloke had to go to a nearby Woolworths to purchase some much needed Aeroguard which was shared around to all to use.

The show had been moved from the Newcastle Foreshore to Wickham Park due to the reconfiguration from the V8 race held late last year. They were not sure if the show would accommodate all the cars.

I have been reassured that next year's show will be moved back to the Foreshore.

Many German cars turned up including Mercedes Benz, Porches, BMWs, Audis and Volkswagens.

There was a good turnout of VW models which included an immaculate Type 3 notchback, several Buggies (1 being for sale), Golfs and of course Beetles and Kombis, early and late.

Newcastle All German Day Show & Shine.

This was an early start to the day on Saturday 17th March. Alarm went off at 5.00am to meet up with Wayne & Jeff at 6.00am before heading off.

We travelled in Komvoy and arrived at Wickham Park Islington at about 8.30am, we were some of the first cars to arrive.

We had a great run all the way, good time to travel (no traffic).

After parking our beauties up under some trees, we stepped out of the cars to be carried away by many mosquitoes.



On site was Café 53 serving coffees and a food truck selling several German sausage meals and the obligatory Bacon & Egg roll for breakfast.

The park was on a main road which brought in lots of people either driving or walking by. The crowd turn up was very good.

The local SLSC (Nobbys Surf Lifesaving Club) went around and sold raffle tickets, there was 3 prizes of larger diecast cars which one of them was a Beetle.

It was a very hot day in the sun but the large trees in the park really helped to keep the sun off our faces and keep us cooler.

The trophies and raffle were done at midday (great time).

There were many categories for trophies but the awards applicable to the Volkswagen group were for Best Kombi in Show and Best VW Not A Kombi.

Best Kombi went to me – Kylie Rayner for my 1975 Bay Window Kombi – Yeeaaahhhh.



Best other VW went to Ryan Cole for his immaculate Type 3 Notchback.

After the trophy presentation, most cars left leaving a few which included Wayne, Jeff and mine.

We all went our separate ways after this, Wayne went home, Jeff went to a relative in Toukley and I went to Speers Point with relatives to toast my trophy and have a few cold ales on a hot day.

All in all, it was a great day had by all.

Giddy Up!

Kylie Rayner

Kurri Kurri Nostalgia Festival.

The annual Kurri Kurri Nostalgia Festival is all about Rock n Roll, Classic Cars, Hot rods, Fashion, Music, Dancing and everything good about the '50s and '60s.

The weekend attracts large crowds of people from all over Australia to join in the atmosphere as the town centre is



transformed into all the glory of a bygone '50s and '60s era.

This was another early weekend start for me.

I left Western Sydney at 5.30am to meet up with like-minded VW people from the Central Coast and other Club VW members at a mates property at Wyong for the Komvoy





people dressed up in the fashion of the nostalgic theme. There were several bands playing nostalgic music, and dance floors were set up for anyone that wanted to dance which surely got a workout.

There were 11 VWs in the group I parked alongside, which included a smik Karmann Ghia, 5 Beetles, 4 Kombis and a Notchback.

There were 2 other Kombis and 2 Beetles scattered within the show.

At the end of the day, there was a display and competition of Best Dressed in several classes.

Our very own Hayley (Beetle & Squareback owner)



to the yearly Kurri Kurri Nostalgia Festival.

It was a great run on the highway, skies were clear and blue all day.

There were many other classic cars on the highway heading to the same place.

We arrived in Kurri Kurri at about 8.30am as a large group of Volkswagens which allowed us to all park together.

First things first, I grabbed breakfast at one of the local cafes and ordered Eggs Benedict. That got me through to lunch where I sat at the bar of the very busy Kurri Hotel for a couple of cold brews.

After breakfast I walked around the Retro Markets and then viewed the 400+ cars that were on show for the day.

The crowds built up throughout the day and many





entered into the Traditional Best Dressed Competition and got 2nd prize. Well done to Hayley.

Time had come to go home and I cruised back to Sydney with fellow Club Vee Dub members, Noah (SC Kombi), Frank (Split Screen Kombi) & Greg whom was supervising the L Plater driver.

We had a great run home with each of us taking turns to lead the Komvoy down the M1 back to Sydney.

The day was great and I hope to see more club members attend next year.

Giddy up!

Kylie Rayner

Scoop! All-new VW.

Modern Motor magazine, September 1970

Here it is at last - VW's first real attempt to find a 'People's Car' replacement for the famous Beetle, which hasn't changed its basic shape for 30-odd years (with disastrous results for its sales).

This top-secret prototype was caught during a trial run on a private road in Western Germany, near Hamburg. It is heavily disguised with foam rubber and plastic, but some of the camouflage has peeled off and the body shape is clearly discernible.

VW's idea of how their 'People's Car' should look today pays tribute to the sales success of the English Mini. But the boxy body, with a wheel at each corner, is much bigger all



THAT projecting boot is a phony, made up of plastic and foam rubber — back is like a Mini's, but with a bit more slope. Peeling camouflage in the big photo reveals true shape of rear side windows. Engine stays at back; wheels are 12 in.

around and obviously roomier. The prototype is 11 inches (28 cm) shorter than the current Beetle, giving an overall length of 12 ft 5 in (3.8 m) - almost 2½ feet (75 cm) longer than the Mini.

Unlike Renault and Fiat, VW aren't switching over to front-wheel drive. The familiar 1200 cc air-cooled motor stays at the back of the car, except that in the prototype it sits ahead of the rear axle, partly under the back seat. This improves weight distribution and also allows a big rear boot, reached via a lid concealed under the foam-and-plastic camouflage.

The front luggage boot is also big - much bigger than the Beetle's, due to the boxy shape and the provision of a jointed steering column.

Suspension is classical VW - torsion bars and tubular shockers. Only major change here is in wheel diameter, which goes down dramatically from the present 15 inches to just 12 inches.

It seems unlikely that VW will have this model ready in time for the next Frankfurt Show in September, so the public probably won't see it until some time in 1971.

Note - this car was the so-called VW EA266 - EA stands for Entwicklungsauftrag, which means 'development assignment.' It was designed for VW by Porsche as a new family of small cars. It actually didn't have a Beetle engine - it was in fact an in-line 1.6-litre watercooled engine laid sideways. The project was cancelled due to huge costs and numerous development problems, and development instead concentrated on the eventual Passat, Scirocco and Golf.





The second generation of this idol represented for many the version they had all dreamt of. This windowed bicoloured version is an open invitation to road trips.”

Whilst the model is detailed, unfortunately on the down side it has not opening parts, but is made of resin giving it a high quality finish.

For now availability is on line from Europe at a cost of 149.90 Euro and cost vary so shop around for the best deal and take not of shipping costs as they can be expensive.

www.otto-models.com

The 1/12 scale is ideal as it sits nicely next to the similar sized VW diecast model vans made by Sun Star, and speaking of I would suspect that Sunstar may release a T2a or T2b hopefully in the not too distant future.....one must keep the dream alive.

Tony Bezzina

The Toy Department.

Ever since I began to collect VW models which dates back to 1980 I had vision that one day there would be a model replica of a late-model VW T2 in a large scale and that was also very well detailed.

Well almost 40 years later it has arrived - Otto Mobile a French manufacturer specialising in resin model cars has just done that. The scale is 1/12 or 35 cm in length. The 1978 VW T2 Deluxe Microbus has arrived.

It's really is dream come true as I have never seen such scale T2 model except for pictures of display models that were made especially for the Wolfsburg Auto Museum.

The colour is two tone white over orange and with a tan interior and not too dissimilar to the original factory brochure printed in 1978 referred to at the time as the 8 seater limousine.

What's even better is that this model has been affectionately labeled on the licence plate as a 'Kombi.'

“When it appeared, the Kombi went from being a utility vehicle to the icon symbol hippy, going beyond car mythology to join the ranks of popular culture. A universal symbol for easy-living, its inimitable style has never gone out of fashion; its 4-cylinder rear-mounted engine is air-cooled.



De VW-Kleinbus. De 8 persoons limousine

Als u vaker personen dan vracht moet meenemen, is de VW-Kleinbus een ideale auto. Hij is een bijzonder wagen, die zijn onoverwinnelijke succes dankt aan zijn unieke mogelijkheden. Gevallen met veel limousines kloppen hem. Of limousines die graag samen op reis gaan. Hij wordt gebruikt als schoolbus of voor personeelsvervoer. Maar ook als taxi bewijst hij zijn doeltreffendheid of als voertuig voor reisinclusie. Wie u met uw familie een dagje wilt Met een groep op tournee! Op dienreize met een aantal mensen of op vakantie met uw gezin! De VW-Kleinbus is in alle gevallen de ideale wagen. Ook wat zijn kilometers betreft.

U kunt met de VW-Kleinbus alle kanten op. Hij is er met zitplaatsen voor acht personen. Met of zonder afslag van de chauffeurscabine naar de passagiersruimte of met een bank naast de bestuurdersstoel. In de VW-Kleinbus heeft u nooit last van ruimtegebrek.

1,75 vierkante meter uitbreiden. En ondanks alle bagage behoudt u dan nog een vrij zicht naar achteren. Dat de VW-Kleinbus bij deze "ruime" eigenschappen ook nog het comfort van een limousine biedt, kunt u op de volgende afbeelding lezen.



Historic VW show photos.

Club VeeDub Sydney Christmas Picnic, Vintage Rego Day & Swap Meet, Parklea, Sunday 21st November 1993.

Here's a photograph I took of Rob Hildon in his classic 1961 VW Karmann Cabriolet (Vintage Rego 031) Rare 1961 Export, Original Australian Delivery RHD. Ray Black is also standing there wearing his Akubra.



Rob Hildon's 1961 VW Karmann Cabriolet
Club VeeDub Sydney Xmas Picnic Parklea NSW 1993
Simon Barnfield Photography ©1993

Here's another photograph I took of Boris Orazem looking over Ray Black's Manly Tan 1956 VW Oval Beetle with Rod Farrell's 1954 Barndoor VW Microbus & Andrew Dodd's 1951 VW Split Window Beetle.

Cheers

Simon
Barnfield



Boris Orazem looking over Ray Black's Manly Tan 1956 VW Oval Beetle
with Rod Farrell's 1954 VW Microbus & Andrew Dodd's 1951 Split Window Beetle
Club VeeDub Sydney Vintage Rego Day Parklea 1993 / Simon Barnfield Photography ©1993

The things you find on Google Maps.

I wasn't looking for anything VW.

121, Jalan Air Itam
George Town
10460 George Town
Pulau Pinang
Malaysia

Google Maps can be a few years old. I was a passenger in a car driving past that spot yesterday and saw a funny sign, possibly ammunition for "Rod's Gone Troppo" and definitely did not see the contents of that garage.

Rod Young



More on mysterious distributors.

The opposite photo of a distributor, installed in Larry's Beetle in Penang, Malaysia and described by me as "mysterious", was recently published in Zeitschrift. I was hoping that somebody recognises it and still do.

Meanwhile the engine has been removed and I'm able to check out this distributor close up. It has no spring clips on the cap, which is instead held down by two vertically oriented screws. It's electronic! That was a pleasant surprise and kind of explains its whole reason for being.

No brand name is evident, but it's obvious to me that it's made in Japan, and that was told to us by a local mechanic. It's not Bosch-like in any way. A German item would have a socket on the side to accept a multi-pin plug. That plug would lead to an external control unit/amplifier, or 'TCI switch' as it's sometimes known. The mystery dizzie has a 'cable tail' consisting of two wires which connect to the coil + and - terminals. This is not so good for strain relief and in fact there is a bit of fraying at the insulation where it enters the body of the distributor. You can see what looks like a Hall transistor pickup in place of points and a cam, but the

electronics aren't visible, so they must live underneath.

The workshop where the Beetle is presently up in the air is a different one from that of a previous Zeitschrift article. It's no more ordered, but just as interesting; for example, there's a Country Buggy sitting off to one side. I just happened to notice a box of distributors and found another, dissimilar, Japanese, electronic distributor made for air-cooled VWs!



This one has spring clips on the cap and is otherwise similar in principle, but entirely different in detail, to dizzie no. 1. It's sitting in a box, so I could make an offer for it, if anyone was interested.

I can't find any trace on the internet of Japanese-made distributors for air-cooled VWs, so these items remain mysterious.

I've let Larry know that he's a lucky man that he doesn't have to adjust the point gap.

Rod Young



Detailing tricks of the trade.

Are you thinking of tidying up your Volkswagen for the VW Nationals, or for Valla?

May and August will be here before you know it, so you better not mess around.

Here are some of the products that I use to make a VW look its best.

Gumption

Everybody has heard of this product, a slightly gritty cleaning product for porcelain, usually found in laundries and bathrooms. But did you know that this is easily the best thing for use on all chrome-work, ivory knobs and hard plastics? It will also bring a Kombi's fibreglass pop-top roof up like new in no time.



Tyre shine

Also known as 'money in a can.' Let's face it, we could all use more money. Well, here it is in a can. This can be



sprayed on everywhere on a car, except engines, dashboards, instrument clusters, floor pedals or window glass.

Spray complete car and rub in with a towel and this will instantly improve the value of your car by \$1,000.

It works especially well in door jambs.

Foaming interior cleaner

Spray this product on seats and carpet (not dash) after you have vacuumed the car. Let it sit for a minute and wipe it off with a clean towel.

Use a damp microfibre cloth to clean steering wheel, dash, radio, instrument cluster and console.



Kerosene or petrol

Kerosene and petrol are used to clean the engine, gearbox and suspension. Degreaser can be used too, but never on a Porsche 911 engine.



Nickel anti-seize grease

Mainly used on suspension bolts and wheel nuts, but you can use this on most nuts and bolts on your car. Next time you loosen them it will be easy, not rusted.



WD-40

WD-40 is used to detail engine bays.

It can also lube up all your key tumblers and door hinges; it does work as a simple lubricant even though it's not designed as one – it's a water dispersant (hence the 'WD') in the name.

This is a wonder product with hundreds of uses.



Sikaflex 227

Last of all, this is for if you have a bit of plastic or rubber that doesn't sit right or just wants to fall off. Stick it back on with this and hold it there for an hour with masking tape – and trust me, it won't come off again.



I hope I gave you some ideas and I hope to see your shiny VW or Audi at the VW Nationals. Maybe you could go for a trophy, but you better get started.

Ashley Day



closing all grassed areas that have been used responsibly and respectfully for many years. The Queanbeyan Council welcomed us with open arms and enjoyed the revenue events such as this bring in. Their enthusiasm has seen many car events, such as Auto Italia, Holden and Ford Nationals and the All British Day all move out to Queanbeyan.

The showgrounds are huge! Official numbers for the show were over 600 cars; however there would have been room for another 600 easily. Most marques were well represented and VeeDubs were no exception. A beautiful late 70's Karman Ghia Convertible, an early very original Karman Ghia and a 'barnfind' early Beetle were just a few of the delicacies on offer. These events bring out some beauties that don't get seen very often and this year

didn't disappoint.

ACT Wheels Car Show.

A beautiful sunny day met the hundreds of car enthusiasts who made their way to the annual ACT Wheels Car Show, conducted by the ACT Council of Motor Clubs on Sunday 4th March.

This year the venue had switched to the Queanbeyan Showgrounds, thanks to the bureaucratic efforts of the National Capital Authority of the ACT Government, who have chased many events out of the heart of Canberra by





Dave Cook, our club's event member, coordinated our club's attendance and welcomed any other VeeDubs that wanted to park with us. There early to claim our real estate and set up the club gazebo made for a long day for Dave, but as usual his duty was executed perfectly and everyone who attended had a great day.

Willie Nelson.

Grilled over Rolls Ruse.

The Sunday Telegraph, Sunday 15 March 1987

The Rolls-Royce company is threatening legal action against the owner of a 1970 Volkswagen equipped with a fibreglass replica of the distinctive Rolls grille.



Richard Lebreux and his celebrity VW — the Rolls-Royce company fails to see the joke in the lookalike grille — Picture: PAUL JOHNS

What started as a joke has become deadly serious and the battle for custody of the Rolls trademark has now passed into the hands of solicitors.

For the car's owner, Mr Richard Lebreux, the 17-year-old VW is more than just a means of getting from point A to point B. He loves it. He thinks it is "unique". And he is fighting like mad to stop the cherished Roller grille being wrenched away from him.

The Rolls-Royce grille which adorns the car attracts "admiring glances" wherever he goes, according to Richard.

The Rolls-Royce company, however, is not amused and gave him until this week to remove their distinctly upmarket symbol from his distinctly downmarket auto (sorry, Richard). The deadline has come and gone - and Richard has refused to budge.

"It's a fun car more than anything else. I don't know why they're having a go at me," he said from his Hurstville home.

"My wife loves it too. She doesn't want me to sell it."

According to 30-year-old Richard, the much-loved bug, which he bought for \$2000 seven years ago, is a celebrity in its own right.

"Everyone looks at the car and has a good laugh. People stop me and ask me all sorts of questions," he said, misty-eyed. "They photograph it, too."

As he explains, the car is hot property. It has already made its debut on the small screen (in a soft drink commercial) and has been featured in a popular glossy magazine.

According to solicitors for Rolls-Royce, the company is not "out to get" Mr Lebreux - it is merely trying to stamp out any chance that fake grilles might be manufactured on a large scale in Australia.

The company is also concerned about their safety in the event of an accident.

The old VW is one of 15 with a Rolls-Royce grille which Richard believes were brought to Australia by a well-known photographic company in the early 1970s, but thinks his is the only one still on the road.

But maybe Richard - heaven forbid - does have his price.

"If they want to give me a real Rolls-Royce that's fine by me," he said.

Beetle Mania.

Clarkson's Born to be Riled, 1999

Launching the new Beetle to quite the largest gathering of motoring journalists I've ever seen could not have been easy for Dr Ferdinand Piech, head of Volkswagen. Obviously, he had to make reference to the old Beetle - which, rather inconveniently, was inspired by Adolf Hitler. This is not a big selling point. Hitler told his motor industry to design a little car so people could enjoy the new autobahns. It should cost less than 900 Marks and it would be



Anyway, when the rather clever video, which had been set to The Who's 'My Generation' and the Stones' 'Under My Thumb', finished, the lights in that vast auditorium were turned back on and there on the stage were . . . seven Germans in suits. They'd been hammering away all evening about what fun the old Beetle had been and how much fun the new one was, and yet. . . and yet. Fun. German. German. Fun. These two words do not sit well together. Dr Piech, notorious in the car world as easily the least funny man alive, tried to smile, but I suspect there was a public relations man under his desk tickling him. It was more of a grimace.

called the 'Strength Through Joy Car.' Again, not a big selling point.

Only after the war, when British major Ivan Hirst got the old Wolfsburg factory up and running again, did the rear-engined tool with its unusual faired-in headlamps come to be known as the Beetle. And who came up with that? Step forward Gordon Wilkins - one of the first Top Gear presenters. Does this mean that in future the Vectra will be called the Dungheap?

None of this war stuff was mentioned in the press conference. Instead, we got Janis Joplin singing, rather cleverly, 'Oh Lord, won't you buy me a brand-new Beetle'. And afterwards, in one of the most lavish corporate videos I've ever seen, we saw hippies and flower-power people, at Woodstock and in San Francisco, naked and stoned. Earlier, we had been to a huge party in the old Roxy Theatre in Atlanta, Georgia, where, to the accompaniment of the worst Hendrix tribute artist in the world, waitresses in miniskirts and waiters in tie-dye T-shirts offered us free love and beer.

But why, for heaven's sake? The Beetle has been around for seven decades. Why should it have come to symbolize just the '60s?

The video could have shown SS stormtroopers burning books in Poland, or vast hordes of 1990s underpaid Mexican peasants, or 1950s Australian Redex Trials, or the Golf and Passat surpassing the Beetle in the 1970s, or my mum using her Beetle to jump-start yet another of my dad's ailing Fords. And it would have been just as relevant. I mean, the Queen Mother was around in the 1960s too, but she's hardly an icon of hippies and free love is she?

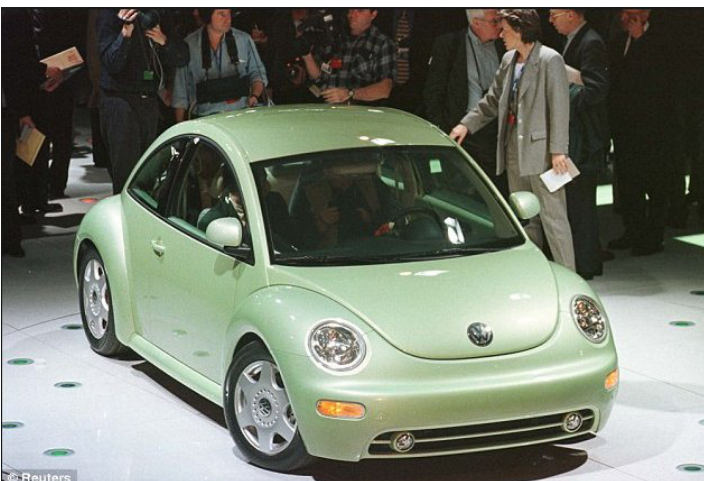
I suppose that now is a good time to explain that I was never a fan of the old Beetle. I mean the engine was air-cooled - why? And located at the back, behind the rear axle - why? It had a crappy suspension design too, so anyone trying to corner with any verve would end up facing the other way, or dead. The heater didn't work, the six-volt power supply was disingenuous, and if weathermen even thought it might drizzle later, the sills would oxidize. It was a poor design, badly built and horrid to drive. And that's exactly why it did so well in the 1960s. It was bought by a bunch of tree-huggers precisely because it was crappy. Ideally, they would like to have driven around in a bush, but as this was not possible they chose the worst car available. Like now. Visit any road protesters' hide-out and you'll find the car park awash with 2CVs. Another anti-car car.



At this point, fans of the Beetle will doubtless point out that 21 million have been sold, many to people like my mum, who has never felt tempted to hug a silver birch.

Quite right, and nor do the vast army of South American Beetle drivers have much to do with trees - except for chopping a lot of them down, that is. Sure, but, you see, the Beetle's greatest strength has always been its cheapness. It was designed to be cheap, and in Mexico, where it lives on, it still is. My mum had one because it was cheap. Tree-huggers had them because they were cheap. Students buy them even today because they're cheap. But they are not, and never have been, fun. Whereas with the new car, it's the other way round.

Jeremy Clarkson



Volkswagen on test!

By Australia's motoring experts



RELIABILITY

"The VW is a type for which no ostentatious claims are made, but one which, with an unrivalled record of wins in "Round-Australia" and similar contests, has fully proved its worth, dependability and economy . . ."

— "COUNTRY LIFE", MARCH, 1960

"So far as the mechanics go, VW will see most other cars off the road and into the scrapheap."

— "MODERN MOTOR", MARCH, 1960

"The Volkswagen emerges as a soundly designed and well finished car with almost unequalled resistance to rough treatment."

— "WHEELS", DECEMBER, 1959



COMFORT

"One of the outstanding characteristics of the VW is its riding comfort and its ability to deal with rough going . . . The seats are very comfortable, more particularly as squab inclination, in addition to leg-length, can be adjusted . . . When touring at any speed, the interior is comfortably quiet, and the

engine unobtrusive."

— "SYDNEY MORNING HERALD", MARCH, 1960

"After a run to Adelaide and back (1100 miles) in the car, I was convinced that this model is much quieter than most cars."

— MELBOURNE "SUN", DECEMBER, 1959



QUALITY

"One characteristic which inevitably evokes admiration in the VW is the quality of its interior finish and fittings. The car has that well made look which is normally associated only with cars of a much higher price."

— "SYDNEY MORNING HERALD", MARCH, 1960

"Dust-sealing: almost perfect. Finish: as good as ever — high tribute to the workmanship of the Australians at VW's new £10 million factory at Clayton, Victoria."

MELBOURNE "HERALD", JANUARY, 1960

"VW finish is the yardstick for most manufacturers."

— SYDNEY "SUNDAY TELEGRAPH", JANUARY, 1960

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