

Zeitschrift



Raffling the VW fridge at the Nationals.

June 2018

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The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2017-18.

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Canberra Committee.

Chair:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Mandy Conway	clubveedubact@gmail.com
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Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at the 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 years.

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.

Harding Performance Cars	Reliable Automotive Services
Indian Automotive	Wayne Penrose Automotive

15 years and over.

All Metal Bumpers	Mobile Model Cars and Toys
Evolution Car Hire	NRMA Insurance

10 years and over.

Antique Tyres	Rod Penrose Racing
Artemi's T-Shirts	Westside Mufflers
Black Needle Auto Upholstry	VW Classic Kirrawee
Custom T Shirts	VW Magazine Australia
Euro Automotive	Volkscare
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Exoticars Service Centre	Mountain Mechanics
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Just Kampers	Volkshome Automotive
MacKellar Service Centre	Volkswerke
Motexion	

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

CHARITY MARKET

& Breakfast with the Cars

NEXT MARKET DATE

**Sunday
17th June**



- 16th Sept
- 18th Nov

Gold Coin Donation Entry
supporting :

d&sability
South West



Sellers Gates open from 6am

Market from 8am

Sellers Stall Price \$25

(for 2 car spaces)

For all enquiries please
phone FRANK: 0409 984 455

*Dates are subject to change



CANLEY HEIGHTS RSL & SPORTING CLUB

26 HUMPHRIES RD, WAKELEY, NSW, 2176

PH: 9604-9975

www.canleyheightsrsl.com.au



FLAT FOUR VW CLUB

Would like to Invite

ALL VW OWNERS, NEW and OLD

For Morning Tea or Brunch,

At the YALLAH WOOLSHED!

on

Sunday 24th June 2018

Meeting 9.30am

Boat Harbour Carpark near the

Old Wollongong Lighthouse

We will be Leaving at

10am for a Nice Leisurely Cruise,

Or You Can meet us,

At the Woolshed at 10.30am!

For more Info, Contact Kevin 0417480905 or Rod 0416173859



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.

Kelso Oval Panania

EAST HILLS CHARITY CAR Show.

15TH OF JULY 2018

The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



Proudly
Supporting
**Angel
Flight**

This year the East Hills Charity Car Show is extremely proud to be supporting the Angel Flight Australia.
www.angelflight.org.au



www.easthillscarshow.com.au

Flat Four v Club VW Bowling Challenge !



Yes, the VW Club Bowling Challenge is on again!

Flat Four VW Club v Club Veedub

\$22.00 per adult (2 games, 10 frames each)

\$18.00 for kids

Trophies for the best bowler and best club

Organised in honour of Brian Walker



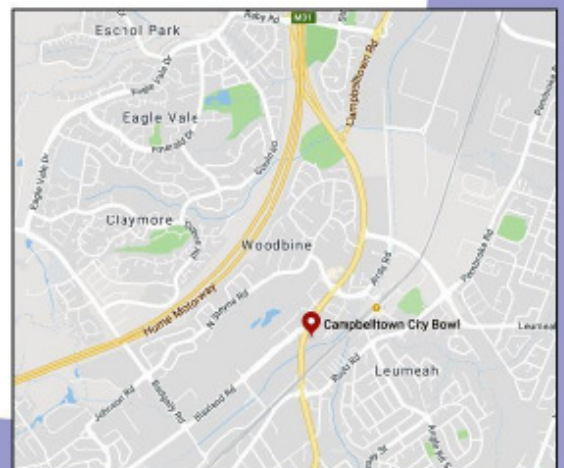
The Legend Never Dies



Saturday 21 July
from 4:30 pm
(bowling begins 5:00 pm)

Campbelltown City Bowl
11 Hollylea Rd,
LEUMEAH

www.campbelltowncitybowl.com.au



- 10-pin 'Retro-style' bowling centre !
- State-of-the-art light and sound
- Computer-aided tracking and scoring
- Automatic lane bumpers available
- Hungry Balls Café, Thirsty Pins bar
- SEE YOU THERE!





Von dem Herrn Präsident.

Hi all, well the 31st VW Nationals have come and gone, and again our biggest VW show of the year was very well attended. The VW Nationals and the club itself could not exist without help from our club members and the club committee. We needed help leading up to the Nationals, during the day and after a long day at the show packing up the venue, so a big thanks you to you all, the show wouldn't have been a success without your help.

Due to the persistence of Dave Birchall we again had a Supersprint at Sydney Motorsport Park on the Saturday. It was well attended with a few non VWs running including myself in my daily Nissan. We had a few delays with oil downs on the track which needed to be cleaned up before racing could continue. Ironically it was the water cooled cars dropping oil and not the air cooled ones for change.

After racing it was off to Fairfield on Saturday night to get the venue setup for Sunday's show n shine - setting up signs, setting the layout, putting up tables, hanging banners, organising the club office and shop and all the other work getting the venue ready.

Early Sunday it was very cold with lots of cars and traders arriving before dawn. Almost all the traders were in place early, and we had two brand new VWs on display. This year we had a representative from Volkswagen Classic Parts from VW Germany in Wolfsburg, Elena Dötenbier, attend the show. She also handed out the trophies at the end of the day. The swappers and traders both had a bit more space this year. Thank you to all the sponsors for their continued support. The updated sponsor list appears on the back page of this magazine. Please support them, because they support us.

The show classes and peer judging that have worked so well were the same as last year, with colour-coded entry forms for air- or water-cooled VWs and the bare minimum of entry information for owners to fill out. The queues at the entry were long at times but the cars moved through a bit quicker than previous years. We had 193 entries in the car show this year, a few dozen less than last year, but even so they just fitted into the space available. All of them were through the entry gates and parked by 10:45am.

All 38 entry categories had participants this year. After

Kombis have dominated for the last few years, this year the Beetle was back as the most popular entry. There were 53 of them across the six Beetle categories, with '58-'67 Modified the most popular with 16 entries. There were 12 entries in '68-on Modified, the next most popular category. There were 40 Kombis/Transporters entered in five categories, and 26 Golfs in seven categories. Every category was awarded a First Place trophy, while the most popular categories also had a Second, and sometimes even a Third Place trophy.

On the other hand, a great way to be assured of winning a trophy is to be the only entrant in a class! There was just one entry for the Best Race (Air-cooled); VW Sports Coupe, SEAT and Skoda categories this year, and just a couple of entries in Beetle Up To '57 Standard, Aussie Convertibles, VW SUV, VW Commercial, Best Race (Water-cooled) and Concours d'Elegance. I hope we see more VWs have a go in these categories next year.

All show entrants received peer judging sheets, and altogether 1,229 separate votes were cast on these and dropped into our blue voting box by the 12:30pm closeoff. As well, all general entry people received People's Choice voting cards, and 465 of these were handed in. Altogether that's 1,694 votes cast on the day for 193 cars, an average of nearly nine votes each! This year the People's Choice votes were added to the Peer Judging votes to give overall winners, and also to decide any dead heats.

We were able to tabulate these quite easily, thanks to Phil's computer programming and Lily's efficient keying in. Peer judging requires counting the number of times a particular entrant's number appears on the hundreds of voting forms handed in. MS Excel has a counting function, which proved perfect for the task once Lily keyed in all the votes. Once we knew the individual count for all entered vehicles, the computer only needed to sort by category and the total counted. Phil and Lily did an excellent job and had all the results worked out by around 1:30pm.

The only categories not decided by peer-judging and computer were the Concours category, judged by a VW industry expert; the Ray Pleydon Award, chosen by Shirley; and the new Brian Walker Award, chosen by Craig Adams. These were all decided by around 2:30pm and added to the results. There was no Volkswagen Group Australia Car of the Day this year as no representatives attended.

This year my son David was back again taking the photos of all the entrants' cars as they came through the gate in the morning, and with Lily and Phil he and I spent all





afternoon matching up the photos to the winners for the Powerpoint presentation, which was ready to go for the 3pm trophy presentation.

The results of the show are in this issue, and we will be replaying David's powerpoint at the June meeting on Thursday 21st at the Greyhound Club in case you missed it. We will also be handing out any trophies that weren't claimed on the day.

Thank you to all the helpers on the main gate, and the traffic marshals, and the band of ladies, Gwen, Martha, Shirley and Zelco's twin daughters, who handled the car show entry forms and helped people put their cars in the correct class, and to John Ladomatos who helped me hand to entry forms for the car show before they got to the gate.

Raymond and Grace, and their girls Bettina and Kira, were busy in the Club shop all day, not just selling shirts, jackets, mugs and hats, but taking memberships and answering hundreds of questions all day. Christine was back on the raffles this year, which were as popular as ever. This year our major raffle prize was a unique retro-styled VW fridge, donated by VW Australia.

Parramatta Rotary again did a great job with the BBQ lunch, and there were also a greater variety of other food, drink and snack sellers throughout the show. The swap meet was busy all day and the trader stands had crowds of interested buyers checking out their wares.

Once again, thank you to all our members who helped out with the Nationals at Fairfield on Saturday night and Sunday. It made the setting up, running of the show and the packing up afterwards so much easier. We were all worn out at the end of the day. I think having two golf buggies really saved our aging legs on the day.

We are open to all input and suggestions from our members, both at the Committee and Monthly Club meetings, on the Nationals this year. What you liked, what you didn't and how we can make it even better next year. Don't be shy, let us know what you think. So if you have some great ideas or would like to help out next year, please come along to committee or monthly meeting. Or drop us an email or leave a message on the Club website.

There are lots of events coming up, including Flat Four's Coffee Run and 10-pin bowling night, Bugs n Buses, the CMC day at Eastern Creek and Valla. Keep an eye on the Calendar and flyers in this issue and mark them in your diary. All VWs and their owners are welcome to all events, so if you haven't

been to an event for a while, why not come along?

See you with your VW soon.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

May was a busy month for the Canberra Chapter, with three big events being supported by our members. We started with attending the Shoalhaven VW Club's *Blast from the Past* event in Berry on the 6th of May, with a number of Canberra cars making the trip. We were very excited when one of the Canberra cars won the Car of the Show trophy. A report and pictures can be seen later in this edition of the magazine.

On the 20th May, Shannon's held another of their popular Cars, Bikes and Coffee events at Exhibition Park In Canberra (EPIC). Quite a few VWs got along to this event and once again we were the best represented marque at this event. A full report and pictures can be read later in this edition of the magazine.

The third big event was, of course, the VW Nationals. Another fantastic event put on by the Sydney guys and gals of Club VeeDub and big congratulations for an outstanding success once again. Three members from the Canberra Chapter were honoured to win trophies this year, with Dot and her Scirroco taking first, Jonathon and his Mk7 Golf taking first and Jim in "Miss October", his split camper, taking 2nd. All Canberra members who attended thoroughly enjoyed the day and agree the trip up from Canberra is well worth while. A report from the Canberra Chapter on the Nationals with a few photos can be read later in this edition of the magazine.

Our June event is an information day at Kim's Car Detailing, where demonstrations and tips on washing, polishing and detailing your car will be provided. Lunch and drinks will also be provided and new cars from Volkswagen will be on display. There are prizes to be won and 'event only' deals on products to be made available to attendees. Mercedes, Porsche and BMW clubs have also been invited, so there will be plenty of great cars to see and many interesting people to meet. Please put this one in your calendars.

The **ACT German Auto Day (GAD)** is well into the planning stages and promises to be a great day again this year. **Sunday 23 September** is the date, so make sure you keep that day free or our biggest event of the year. Trophies, great food, beautiful location and great people are just a small part of this fantastic event. Keep an eye on Facebook and your emails for more details.

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 on our **new email address**: clubveedubact@gmail.com



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.**

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).

Sunday 17th:- Breakfast With The Cars at Canley Heights RSL Club, 26 Humphries Rd, Wakely. Show off your VW from 7:30am, with charity markets on from 8am. Sellers stall price \$25 for 2 car spaces (sell off your old VW parts). For all enquires phone Frank on 0409 984 455.

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.

Sunday 24th:- Flat Four Morning Coffee Cruise to the Yallah Woolshed. Meet at 8:00am at Koshigaya Park, Camden Rd Campbelltown, for an 8:30am departure. Then 9:30am at the Boatharbour Carpark, near Wollongong Lighthouse, Endeavour Drive, Wollongong. Depart at 10am for a leisurely cruise to the Yallah Woolshed, on the Princes Hwy just north of Albion Park. Meet us there from 10:30am. Enjoy morning tea or brunch at the venue. All VWs welcome! Contact Kevin on 0417 480905 for more info.

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).

Sunday 15th:- East Hills Charity Car Show at Kelso Park, Panania. This community based event attracts car lovers from all over NSW. 21 different trophies are offered in a wide range of categories. Entrants cars enter through the council car park on Marco Ave, off Childs Street. A great family day out with the goal of the event to support a different charity each year. Phone Glen on 0434 360791 for more info. **Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30am departure.**

Saturday 21st:- VW Club 10-pin Bowling Challenge. Club VeeDub v Flat Four! Campbelltown City Bowl, 11 Hollylea Rd Leumeah, from 4:30pm to start bowling at **5 pm** (early to avoid crowds). See if we can beat Flat Four and retain the VW Club bowling trophy! Lots of free parking, Hungry Balls Cafe, video games arcade, and licenced Thirsty Pins bar. \$22 per adult, \$18 kids for two games (10 frames each). Auto lane bumpers available, wives and kids welcome. Organised by Alison (Flat Four) in honour of Brian Walker.

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 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 at Macksville (NOTE NEW VENUE) 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).

Sunday 12th:- Shannons Sydney Classic 2018 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Club Veedub will again have a Volkswagen display, 20 cars maximum. Cars should arrive by 8:00am. You must book with secretary Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day.

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.

September.

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 16th: Appin Wheels Festival 2018 at Appin Public School, 97 Appin Rd Appin. Calling all VW enthusiasts! Please come along to this family friendly community event, show off your VW, and enjoy a day full of fun and motoring entertainment. Jumping castles, face painting, market stalls, hot food and drinks, major prizes, trophies and raffles. \$10 entry at the gate. **Club VW Convoy meets at Uncle Leo's**

Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.

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

Sunday 23rd:- ACT German Auto Day at Pialligo Estate Winery, 1/18 Kallaroo Rd, Pialligo ACT., organised this year by the Porsche Club on behalf of all German marques. All Volkswagens welcome; air, water, new, old, standard, modified.

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

Saturday 29th & Sunday 30th: VW Warwick Drags 2018. Two days of Volkswagen drag race action! Dyno challenge, street parade and static show, scrutineering and practice; evening tappet cover racing and entertainment. Sunday racing all day. Great food and drink. Air- and water-cooled VWs welcome, stock and hotted. Pre-entry by Friday 21 September is mandatory; no entries on the day. Go to www.vwma.net.au/warwick for entries and all info.

October.

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

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).



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

Sunday 28th:- Sydney German Autofest 2018 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display! \$10 entry per car. Food and drink stalls on site, trophies for the best cars. Cars in place by 9:00am.

Monday 29th:- 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:- Early VW Beetle glove box lid pull handle. Suitable for all beetles up to '67. Stainless steel. New and easy to install. \$45 Including delivery in Australia. For more info or inquiries please contact Carl at Carl@ecopac.com.au

For Sale:- I have a 80% complete deluxe trim set for T2 Kombi which we are not going to use. Any offers? Also I am after a rear seat for T2 Kombi. And a serviceable fuel sender unit for a 1974 Beetle. If you can help, please contact Bob White on 0419 437132 or email rwjawwhite@bigpond.com

For Sale:- 1969 VW Body & Crate Motor (1800cc). Unfinished project. Motor done by Gold Coast VW Specialists. No swaps. Offered for much less than it has cost so far. Asking Price \$4000. Contact Vicki Durham on 0427437928 or email 131161vmd@gmail.com

For Sale:- I have some original 1974 VW L parts that have been stored for ages. They are from my Dad's Superbug that was written off about 1975. Best parts are the two panels that go under the front of the back seats between the seat and the floor. Next best is the floor plate that goes around the clutch, brake and accelerator pedals and under the rubber floor mat. I also have a couple of bearings that are showing rust (one might be a front wheel bearing), but as far as I am aware are new, plus a new fanbelt and finally one of the return springs that goes under the front seats. These are going free to anyone who can use them - it is important to me that they are put to good use. Pick up only please - I simply do not have time to

deliver or post them. We are in Avalon Beach on Sydney's Northern Beaches. Contact Graeme Heine on 0412 807 070.



For Sale:- 1968 Beetle Convertible, white duco, Carrera body kit, whale tail. Custom 'VW' stitched interior. Custom dash and steering wheel. Id plate all finished now wanting to sell its reg engineer cert. custom paint and int would like to know what sort of price to put on it. If you are interested in purchasing please contact me, it would be appreciated regards Dale. dalesnowden@icloud.com

For Sale:- A selection of metal mounting stands for working on Karmann Ghias at home. All steel construction with caster wheels for easy movement about the workshop. Can also be used for other air-cooled VWs such as Beetles.
* Spray Paint stand, \$100 ono
* IRS Gearbox stand, \$100 ono
* Front suspension stand, \$100 ono
* Floor rotisserie stand, \$250 ono
* Body restoration stand, \$400
Call David on 0402 042031



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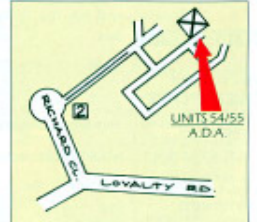
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2018 Polo GTI pricing.

Volkswagen has announced pricing and specs for the 2018 Polo GTI, with the dual-clutch hot-hatch to start from \$30,990 before on-road costs when it arrives here in August.

Power in the hot Polo comes from a turbocharged 2.0-litre petrol engine, putting 147 kW and 320 Nm to the front wheels through a tricky electronic front differential. Not only is that the same amount of power as the 2005 Mark 5 Golf GTI, it's 40 Nm more torque.

As previously reported, there will be no manual. Instead, buyers will get a six-speed dual-clutch transmission as their only option.

Standard equipment includes adaptive sports suspension, city-speed auto-emergency braking and pedestrian monitoring, tyre pressure warnings, a rear-view camera, keyless entry, push-button start, automatic headlights and rain-sensing wipers.

Inside, you'll sit on sport seats trimmed in 'Clark' tartan trim, while the driver clasps a leather-trimmed steering wheel – equipped with paddle shifters, naturally.

An 20.3-cm 'Composition Media' infotainment system is standard, complete with two USB ports, Bluetooth connectivity, smartphone mirroring and a six-speaker stereo system.

There are a few options on offer, starting with the \$1400 Driver Assistance package. It adds adaptive cruise control, blind-spot monitoring, rear cross-traffic alerts, park assist and Volkswagen's proactive occupant protection system to the mix.

The \$1900 Sound & Vision package brings an Active Info Display for the driver, higher-spec Discover Media



navigation system and a 300W Beats Audio sound system.

Finally, the \$3900 Luxury package gives you 'Art Velour' upholstery, heated front seats, LED headlights and daytime-running lights, 18-inch 'Brescia' alloy wheels (17-inchers are standard), a panoramic sunroof and tinted rear glass. Metallic or pearlescent paint is a \$500 option across the range.

The Polo GTI will be arriving in Australia in August.

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)

Polo GTI – \$30,990 (DSG)

Sub-Tiguan SUV.

Volkswagen has confirmed a new sub-Tiguan crossover for sale in markets like China and the USA.

As reported by Automotive News Europe, company CEO Herbert Diess says the new crossover – dubbed "Volks-SUV", or the people's SUV – will be produced in Mexico and exported to some global markets from 2020.

However, the Volks-SUV will not be sold in Europe, where the T-Roc already fills the sub-Tiguan role and appeals better to the region's tastes for a smaller and sportier-looking vehicle.



Production will, however, commence in China later this year as part of the Volkswagen-SAIC Motor joint venture ahead of an on-sale date around August, with Mexican, Argentinian and Russian manufacturing to follow from 2020.

Once production ramps up, Diess says the company has a goal of 400,000 units globally per annum.

The new model will be based on the company's ubiquitous MQB platform, which already serves the basis for several models including the Polo, Golf, Passat and Tiguan.

According to the report, Volkswagen has confirmed plans to increase its SUV count to 20 by 2020, with crossovers to account for 40 per cent of the company's overall sales volume.

Some of these will come in the form of the all-new Touareg – set to be revealed in the coming weeks – along with the baby T-Cross slated to arrive in Europe before year-end, though the production model hasn't even been revealed yet.

“In almost all regions we will almost double our SUV offerings by 2020,” Diess said.

Volkswagen’s Australian arm has ruled out the ‘Volkswagen SUV’ for our market, instead opting for the T-Roc despite the staggered launch time compared to our friends in Europe.

“We see our full SUV line-up as comprising T-Cross, T-Roc, Tiguan, Tiguan Allspace and Touareg,” said Paul Pottinger, general manager for corporate communications at Volkswagen Group Australia.

“That lineup will be in place next year,” he said – indicating the full lineup will be launched Down Under within the next 18 months.

New VW Touareg.

The third-generation Volkswagen Touareg has been revealed in Beijing, ahead of an Australian introduction next year.

Pitched as “Volkswagen’s claim in the premium class”, the new Touareg is a showcase of VW’s latest design, technology and luxury – as any flagship model should.



In terms of looks, the Touareg is instantly recognisable as a Volkswagen, featuring a large, chromed front grille with integrated headlights, a design feature becoming a mainstay in the company’s model range.

The overall body shape is more squared-off than the previous version, again something rolling out across the company’s latest-generation models. A prominent character line runs from the front fenders through to the tailgate, giving the impression of a wide, muscular rear.

It’s larger than its predecessor, too. Volkswagen says the new Touareg is bigger in just about every dimension (though exact figures aren’t quoted in the global press release), and luggage space has increased to 810 L with the rear seats in place – up from 697 L.

Additionally, it’s a significant 106 kilograms lighter than the old model too, thanks to its new mixed material construction utilising aluminium (48 per cent) and high-tech steels (52 per cent).

Inside, the new Touareg is a world away from the previous model. Gone are the traditional dials and small infotainment system, replaced by a fully-digital instrument cluster measuring 30 cm, and an even larger central display measuring a whopping 38 cm.

Described as “the blueprint for tomorrow’s digital interior today”, the dual-screen ‘Innovision Cockpit’ setup



apes the concept first seen on various high-end vehicles like the Mercedes-Benz S-Class and Range Rover – very schmick.

The overall cabin design is more driver-focused in terms of the angling of the screens, while the increased dimensions contribute to improved passenger space, not that the old one was small though.

Volkswagen has added a raft of new assistance, comfort and handling technologies to the new Touareg as well. For starters, there’s a new Night Vision system, which uses thermal cameras to detect people and animals in the dark – something that five to ten years ago was only available on the most expensive of luxury vehicles.

Other technologies available include Roadwork Lane Assist (semi-autonomous accelerating, braking, steering and lane keeping up to 60km/h), four-wheel steering, roll stabilisation with electromechanically-controlled anti-roll bars, LED matrix headlights, and a head-up display.

Engine options include two V6 turbo-diesels (170 kW, 210 kW), a V6 turbo petrol (250 kW) and a V8 turbo-diesel (310 kW) – all of undisclosed capacities, though we reckon the six-cylinder models are 3.0-litre units, while the V8 should be a 4.0-litre. China will also get the option of a plug-in hybrid variant, rated at 270 kW.

Volkswagen Australia has confirmed it’s expecting the new-generation Touareg to arrive locally in the second quarter of 2019.

For our market, the V6 turbo-diesel is a confirmed sure-starter, while the V8 turbo-diesel high on the wishlist but not confirmed at this stage. The local division isn’t ruling out the V6 petrol either.

However, the plug-in hybrid won’t be coming here.

VfL Wolfsburg finishes 3rd-last - again.

The 2017–18 season of the professional German soccer competition, the Bundesliga, has just finished. It was the 55th season of the Bundesliga, one of the biggest national football competitions in the world. The Bundesliga has the highest average attendance of any soccer competition in the world, with 47,460 people attending each match on average. This is more than the English Premier League, Italian Serie A and Spanish La Liga. It’s also more than US Major League baseball, and only exceeded by NFL American football.

18 fully professional teams compete in the Bundesliga. With a full home and away schedule, that makes 34 rounds in the season. There are no finals; like the English Premier

League the champions are the team on top of the table after 34 rounds. And like the Premier League there is also relegation / promotion to and from the second division, in this case the 2. Bundesliga.

Our team, the VfL Wolfsburg 'Wolves,' was formed in 1945 as a local amateur sporting club, and were promoted to the premier Bundesliga for the first time in 1997-98, where they have been ever since. The Wolves are fully owned by Volkswagen, and were Bundesliga champions for the first and (so far) only time in 2008-09.

The VfL Wolfsburg Wolves play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg. They wear a light green and white strip, of varying design each year, but always with a big VW logo. 'VfL' stands for Verein für Leibesübungen, or 'association for physical education' – sports club, in other words.



The 2017-18 season commenced last August. Unfortunately there was little if any improvement in the Wolves' fortunes, after barely avoiding relegation last year. VfL Wolfsburg played 34 matches, winning just 6 (four less than last season), drawing 15 (8 more than last season) and losing 13 (four fewer than last season). They scored just 36 goals all season (2 more than last season), and had 48 scored against them (4 less than last season), and thus had a goal difference of -12, 6 better than last year.

The Wolves started the season with a home 0-3 loss to Borussia Dortmund, and a good away 1-0 win against Eintracht Frankfurt in August. This would be the Wolves' last win for another 10 rounds, with a 0-1 loss to Stuttgart and 8 draws following until the Wolves finally defeated FC Freiburg 3-1 in November. By the Christmas break the Wolves had also managed to beat Borussia Mönchengladbach 3-0. but had also lost 1-2 to FC Augsburg and 0-1 to FC Köln, and played another two draws. The Wolves were sitting in 12th place on the table at the half-way point, well above their 2016-17 results at the same stage but still disappointing. Their football manager, Dutchman Andries Jonker, was sacked and replaced by Martin Schmitt from Switzerland.

When the competition resumed in January, the Wolves began with another draw, then a 1-3 loss to Eintracht Frankfurt. The Wolves recovered with a 1-0 win over Hannover 96, but this would be the Wolves' last win for another nine rounds. The Wolves suffered five defeats and three more draws until they finally defeated SC Freiburg 2-0 in April. The Wolves had dropped to

15th on the table, still in the relegation safety zone, but their new manager Martin Schmidt resigned after only four months. He was replaced by Bruno Labbadia.

The Wolves followed with another draw, then three consecutive losses – 0-3 to Borussia Mönchengladbach, 1-3 to Hamburger SV and 1-4 to RB Leipzig, their heaviest loss of the year. In the final round at Wolfsburg, the Wolves turned this around with a 4-1 defeat of FC Köln, their best win of the year. But it was too little too late, and the Wolves found themselves in 16th place at the end of the season, third-last, the same as 2016-17. This was also the relegation playoff position. VfL Wolfsburg were now required to play the 3rd-top 2. Bundesliga team, Holstein Kiel, for the right to play in the Bundesliga next season. Holstein Kiel has always been a lower division team and never been in the premier league since their formation in 1900.

At the first leg on 17 May at the Volkswagen Stadium in Wolfsburg, the Wolves defeated Holstein Kiel 3-1 in front of 28,000 fans. At the return leg in Kiel the following week, the Wolves won again, 1-0, thus winning the playoffs 4-1 on aggregate and happily securing their place in the top Bundesliga for next season.

17th-placed Hamburger SV and 18th-placed FC Köln were both automatically relegated to the 2. Bundesliga for next season. 2-time Bundesliga champions FC Köln have been relegated before, most recently from 2011-12 to 2013-14. However, 6-time German and 2-time European champions Hamburger SV have never been relegated in their entire history before, which is a huge fall from grace for Die Rothosen ('red shorts.')

They will be replaced by the top two teams from the 2. Bundesliga, Fortuna Düsseldorf and FC Nürnberg. Fortuna Düsseldorf returns to the premier league for the first time since 1996-97, having dropped as many as two further divisions to the regional leagues in the meantime and a long fight back up. FC Nürnberg has bounced between the top two leagues numerous times over the last 30 years and was last in the top division in 2013-14.

The 2017-18 premiers were again the powerful Bayern Munich, one of the world's greatest football clubs, winning the Bundesliga for the 27th time and an unprecedented sixth season in a row. Bayern Munich won 27 of their 34 matches, losing just four and scoring 92 goals and conceding just 28.

The 2018-19 Bundesliga kicks off in August. Let's hope for a better season for the Wolves next time!



Canberra Chapter to the Nationals.

What another fantastic event! A huge thanks and congratulations to the organising committee of Club VeeDub for running such a great event for all VW enthusiasts to enjoy.

Once again, a number of guys and gals from Canberra made their way to Sydney for the VW Nationals in 2018. With two organised convoys - one leaving at midday Saturday and one at 5.30am Sunday, plus others who travelled individually, the nationals proved to be a popular event for many of us to get to. No major issues for any of the cars, with all getting to their destination unscathed.



This year I got there nice and early to help a couple of our members set up a swap site and to erect our Chapter's gazebo and banner. I couldn't believe how many people were already there and how many were waiting outside for the gates to open. As always, the Club VeeDub volunteers had it all under control and it all seemed to go smoothly as the hoards moved in.

The event flowed well all day, with the auction, raffles and presentations well-spaced and keeping everyone engaged at a good pace. Once again, there were so many great cars to look at and of course great opportunities to speak to the owners about their cars. It would be almost impossible to pick a favourite and equally not fair to pick one out of so many worthy vehicles. I did, however, especially love seeing an SP2 there. It was the first time I've seen one in the flesh and it looked as good as they do in any photo. They are a beautiful car and definitely on my wish list when I win Powerball.

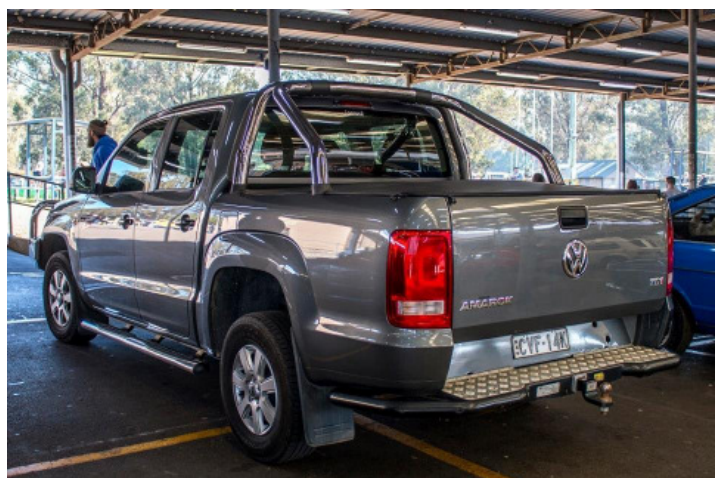


It was great to see a number of businesses supporting the show and setting up stalls to display their wares and to answer the thousands of questions they are faced with. Obviously it's good for business; however it also demonstrates that they understand the enthusiasm and dedication we enthusiasts have for our cars. It's great when they get nearly as excited as we do when we detail what we're doing to our cars or where we're at with our projects. Thanks to all vendors for coming along.



It was very rewarding to see three of our members win trophies on the day, so a big congratulations to Dot (1st Scirocco), Jonathon (1st Mk7 Golf) and Jim (2nd Early Kombi). Although they, like all our members, just love attending these events and meeting other VeeDub enthusiasts, it always makes you feel special when your dedication and enthusiasm for your car is recognised.

As with any interstate / long distance event we attend, a number try to get on the road early to minimise the driving in the dark along the Hume and Federal highways. The combination of 6 volt electrics, big trucks and multiple Kangaroos, it tends to lessen the fun factor of that drive.



Once again - well done to the organisers of the show and thanks for your dedication and hard work.

Willie.

Club VW Supersprint
Sydney Motorsport Park Amaroo

Supersprint

Qualifying S1
Scheduled Start 00:01

Page 1 Issue 1
Start Sat May 26 09:31
Elapsed Time 06:52:29

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	258	Stephen Hooker	Stephen Hooker	Jedi		7C	17	14 0:57.8420*	
2	99	David Isaacs	David Isaacs	Mitsubishi EVO 9 RS		X	37	20 1:01.5150	0:03.6730
3	75	Stephen Muller	Stephen Muller	Golf		X	19	13 1:01.7800	0:03.9380
4	81	Mariano Loisso	Mariano Loisso	Mitsubishi EVO 10		X	18	17 1:02.2630	0:04.4210
5	50	Reece McIntosh	Reece McIntosh	Golf R		3C	17	11 1:02.4620	0:04.6200
6	771	Ray Bromley	Ray Bromley	Clubman		7B	23	18 1:03.0170	0:05.1750
7	23	Alphonsus Fok	Alphonsus Fok	Golf R		C	27	21 1:03.2270	0:05.3850
8	9	Paul Muller	Paul Muller	Golf R		X	5	5 1:03.4240	0:05.5820
9	96	Rudi Frank	Rudi Frank	Beetle		5A	34	27 1:04.1810	0:06.3390
10	77	Michael Busdon	Michael Busdon	Golf		X	17	17 1:04.2880	0:06.4460
11	912	Greg Jones	Greg Jones	Locost		7B	13	10 1:05.2830	0:07.4410
12	14	Uwe Seil	Uwe Seil	Golf R		3C	26	25 1:05.3120	0:07.4700
13	216	Sam Beeby	Sam Beeby	Polo gti		2C	15	14 1:05.8030	0:07.9610
14	1	Paul Zanello	Paul Zanello	J&S Buggy		7B	36	21 1:06.0340	0:08.1920
15	33	Jamie Hanson	Jamie Hanson	Scirocco		X	26	8 1:06.4330	0:08.5910
16	97	Kris Muller	Kris Muller	Golf		X	31	28 1:06.4840	0:08.6420
17	736	Peter Lenard	Peter Lenard	Clio		2B	28	7 1:06.7400	0:08.8980
18	8	Sean Egan	Sean Egan	Polo gti		X	26	23 1:06.7750	0:08.9330
19	03	Sebastian Najder	Sebastian Najder	Golf R32		X	17	15 1:06.8160	0:08.9740
20	82	Arno Breutmman	Arno Breutmman	Golf		3C	28	16 1:06.9460	0:09.1040
21	721	Warren Bell	Warren Bell	Stanza		5B	16	3 1:06.9620	0:09.1200
22	55	David La	David La	MX5		2B	28	26 1:07.0910	0:09.2490
23	88	Dung Lam	Dung Lam	Golf		X	28	14 1:07.1930	0:09.3510
24	320	Leigh Parker	Leigh Parker	Golf gti		3C	27	22 1:07.2500	0:09.4080
25	39	Ron Madafiglio	Ron Madafiglio	BMW M3		X	19	18 1:07.2980	0:09.4560
26	38	Anthony Trinh	Anthony Trinh	MX5		X	31	17 1:07.4670	0:09.6250
27	49	Glenn Dorrenboom	Glenn Dorrenboom	Mirage		3B	28	25 1:07.9700	0:10.1280
28	751	Hugh McKinley	Hugh McKinley	Beetle		3C	22	21 1:08.2690	0:10.4270
29	12	Hayden Boyd	Hayden Boyd	Golf		X	30	24 1:08.4040	0:10.5620
30	149	Luke Dorrenboom	Luke Dorrenboom	Mirage		3B	29	23 1:08.5030	0:10.6610
31	974	Mathew Cameron	Mathew Cameron	Fabia		3C	18	14 1:08.7320	0:10.8900
32	20	Peter Davies	Peter Davies	Audi S4		X	29	28 1:08.7770	0:10.9350
33	106	Jak Rizzo	Jak Rizzo	Beetle		6B	14	10 1:08.8320	0:10.9900
34	154	Chris Davies	Chris Davies	Audi S4		X	33	26 1:08.9260	0:11.0840
35	10	Emrie Ala	Emrie Ala	Golf R		X	24	15 1:09.3220	0:11.4800
36	180	Stephen Carter	Stephen Carter	180SX		X	18	15 1:09.3660	0:11.5240
37	28	Manuel Vassalo	Manuel Vassalo	Golf gti		X	21	15 1:09.3880	0:11.5460
38	171	Ayden Cowley	Ayden Cowley	Ibiza		3B	33	33 1:09.6180	0:11.7760
39	311	Sean Eaton	Sean Eaton	Integra		2B	31	15 1:09.6710	0:11.8290
40	68	James Woodward	James Woodward	Golf		3A	29	15 1:09.6730	0:11.8310
41	119	Stephan Bergner	Stephan Bergner	CRX		3A	27	23 1:09.9670	0:12.1250
42	3	Arthur Muzelenga	Arthur Muzelenga	Integra		2B	26	23 1:10.0800	0:12.2380
43	67	Nic Stone	Nic Stone	Polo gti		1C	26	23 1:10.3700	0:12.5280
44	44	Joshua Clifton	Joshua Clifton	BMW 135i		2D	23	13 1:10.4310	0:12.5890
45	112	Riley MacQueen	Riley MacQueen	Commodore		2D	26	24 1:10.4600	0:12.6180
46	120	Jordan Bevacqua	Jordan Bevacqua	Golf		3A	23	16 1:10.5630	0:12.7210
47	161	Stephen Monkhouse	Stephen Monkhouse	Commodore		5B	18	17 1:10.6150	0:12.7730
48	71	David Cowley	David Cowley	Ibiza		3B	25	14 1:10.6230	0:12.7810
49	87	Matthew Wright	Matthew Wright	Golf		5A	29	25 1:10.9310	0:13.0890
50	008	Alexander Brasier	Alexander Brasier	Polo		X	17	14 1:11.1520	0:13.3100
51	303	David Carter	David Carter	Beetle		X	13	13 1:11.1600	0:13.3180
52	31	Grahame Rumballe	Grahame Rumballe	Golf		3A	29	15 1:11.1620	0:13.3200
53	47	Brendan Margetts	Brendan Margetts	Mazda MX5		X	18	14 1:11.2170	0:13.3750
54	56	Paul Wright	Paul Wright	Golf		5A	27	24 1:11.2990	0:13.4570
55	744	Nick Willmot	Nick Willmot	Toyota 86		X	26	17 1:11.3040	0:13.4620
56	11	George Geshos	George Geshos	Beetle		X	15	9 1:11.9530	0:14.1110
57	800	Matthew White	Matthew White	Polo		X	42	12 1:12.3820	0:14.5400
58	91	Chris Webster	Chris Webster	Golf gti		1B	26	24 1:13.1170	0:15.2750
59	144	David Grant	David Grant	Golf Mark 3		3D	33	33 1:13.1840	0:15.3420
60	34	Brad Woodhams	Brad Woodhams	Astra		3B	28	16 1:14.0310	0:16.1890
61	711	Paul Fenech	Paul Fenech	Beetle		2A	23	21 1:14.1010	0:16.2590
62	45	Ben Ellis	Ben Ellis	MX5		1B	24	23 1:14.1170	0:16.2750
63	22	Craig Hughes	Craig Hughes	Golf		3B	3	3 1:14.3730	0:16.5310
64	76	Noel Dore	Noel Dore	Beetle		3B	23	10 1:15.6380	0:17.7960
65	333	Junhong Shen	Junhong Shen	Golf		2C	20	19 1:15.7430	0:17.9010
66	812	Miki Poposki	Miki Poposki	Falcon		3D	20	12 1:16.3520	0:18.5100
67	111	Paul Geshos	Paul Geshos	Beetle		5B	12	12 1:16.6300	0:18.7880
68	281	Danny O'Leary	Danny O'Leary	Civic		3A	13	6 1:17.4910	0:19.6490
69	61	Nicholas Bunck	Nicholas Bunck	Beetle		3B	17	8 1:17.9590	0:20.1170
70	51	Geoffrey Farrant	Geoffrey Farrant	Datsun 1200		3A	2	1 1:18.1960	0:20.3540
71	4	Ian Chantrey	Ian Chantrey	Torana		1C	16	12 1:18.5320	0:20.6900
72	17	Joanne Bell	Joanne Bell	Mini		5A	8	8 1:19.8740	0:22.0320
73	70	Lorenzo Mastroianni	Lorenzo Mastroianni	Commodore		2C	16	10 1:20.4530	0:22.6110
74	48	Graham Bates	Graham Bates	Fiat 850		5A	18	15 1:21.3650	0:23.5230

Fastest Lap Av.Speed Is 112 kmh

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

VW Nation



nals 2018





2018 VW Nationals trophy winners.

(2nd and 3rd-places were awarded for categories with large entry numbers)

1. Beetle - up to 1957 - Standard

1st place: Simon Barnfield
2nd place: Chris Watts

2. Beetle - up to 1957 - Modified

1st place: Mick Hropic
2nd place: Mark Humphries

3. Beetle - 1958 to 1967 - Standard

1st place: Hayley Cooke
2nd place: Koray Mamuk
3rd place: Alison Roberts

4. Beetle - 1958 to 1967 - Modified

1st place: John McConville
2nd place: Albert Spiteri
3rd place: Marino Perillo

5. Beetle - 1968 onwards - Standard

1st place: Val Garner
2nd place: Carl Moll

6. Beetle - 1968 onwards - Modified

1st place: Lee Woods
2nd place: Darryl Moore
3rd place: Graham Ingram

7. Kombi T1 - up to 1967 - Standard

1st place: Bob Van Munster
2nd place: Jim Smith

8. Kombi T1 - up to 1967 - Modified

1st place: Matt Raine
2nd place: Andy Roberts

9. Kombi T2 - 1968 to 1979 - Standard

1st place: Rob Webb
2nd place: Scott Pitcher
3rd place: Erica Baigent

10. Kombi T2 - 1968 to 1979 - Modified

1st place: Julius Zimmermann
2nd place: Wayne Lynch
3rd place: Bruce Jones

11. Transporter T3 - 1981 to 1992 - All

1st place: Robert Cutajar

12. Type 3 and Type 4 - Standard

1st place: John Weninger
2nd place: Kat Hawke
3rd place: Robert De Domizio

13. Type 3 and Type 4 - Modified

1st place: Daniel Garland
2nd place: Hayley Cooke

14. Karmann Ghia - All Years - Standard

1st place: Victor Busuttill

15. Karmann Ghia - All Years - Modified

1st place: Pat Eung

16. Factory Karmann Cabriolet - All Years - All

1st place: Angus Owers

17. Factory Off-Road - Aircooled - All

1st place: Peter Kunz



18. Non-factory Off-road and Buggies - All

1st place: Kevin McConoche

19. Aussie Convertibles and Kit Cars - All

1st place: Paul Fenech

20. Best engineered/race - Aircooled - All

1st place: Nick Blunck

21. Rat class - All Years - All Types

1st place: Robert Gouveia

22. Polo - All Years

1st place: Mariselle Rodgers

23. Golf 1 - 1976 to 1983

1st place: David Evans

24. Golf 2 - 1984 to 1992

1st place: Leigh Parker

25. Golf 3 - 1993 to 1997

1st place: John Angangan

26. Golf 4 - 1998 to 2003

1st place: Stuart McLennan

27. Golf 5 - 2004 to 2008

1st place: Raymond Condos

28. Golf 6 - 2009 to 2012

1st place: Marco Conteras

29. Golf 7 - 2013 onwards

1st place: Jonathan Prymas



37. Skoda - All Years

1st place: Matt Maranik

38. Best Engineered / Racecar watercooled vehicles

1st place: Woodward

39. People's Choice - Air-cooled

1st place: Zelko Jurkovic

40. People's Choice - Water-cooled

1st place: Stephen Butler

41. Volkswagen Group Car of the Day

Not awarded this year

42. Concours d'Elegance category

1st place: Zelko Jurkovic

43. Ray Pleydon Award

1st place: Andy Tomlinson

44. Brian Walker Award

1st place: Warren Hardy

Photos: David Carter



30. VW Convertible (Golf Cabrios, EOS, etc) - All

1st place: Azgar Khan

31. Sports Coupe (Scirocco, Corrado, Audi TT) - All

1st place: Dorothy Bryan

32. VW Sedan (Bora, Jetta, Passat, Vento) - All

1st place: Barry Trudgett

33. SUV (Tiguan / Toureg / Amarok) - All

1st place: Wen Keller

34. VW Commercial vehicles (T4&T5, Caddy) - All

1st place: Stephen Butler

35. Audi - All Years

1st place: Chris Niblock

36. SEAT - All Years

1st place: Alex Brasier





Berry - Blast from the Past VW show.

As with many other VW enthusiasts in the south-east corner of the country, a number of Canberra based VeeDubbers made the journey to the beautiful coastal town of Berry for the Shoalhaven VW Club's Blast from the Past car show on Sunday 6 May. And what a great show it was!

A number of Canberra guys and gals started heading down from Friday morning and camped at the Berry Showgrounds adjacent to the oval where the car show is held. By all accounts, they had a great time camping and discovering what Berry has to offer over the weekend, culminating in the car show on Sunday. The weather proved to be excellent, with blue skies and a warm temperature making the day even more enjoyable.

Of course, the most exciting part of the day for us was when one of the Canberra crew won the 'Car of the Show' trophy. Greta (still on her learner's permit) owns the beautiful 1959 blue and white Beetle that she and her dad Roger restored to be Greta's first car. The number of positive comments they received over the course of the day is testament of the hard work and direction they took with this car. That bright blue paint work really 'pops' and with the matching blue and white interior, the overall look is just fantastic. Congratulations to Greta on receiving the trophy.

The number and quality of cars that attend this show is so encouraging to witness. In my opinion, between this show, the Nationals and Canberra's German Auto Day, the sheer number of cars and spectators that attend indicate that the

love of the humble Volkswagen is still as strong as ever. These three shows have proven to be very popular and all three seem to be growing each year. They are all "must do's" for any VeeDub enthusiasts calendar.

There were cars here that haven't been seen at shows before, or for a very long time. A certain father and son team from the South Coast turned up with their two newest members of their VW family, a great split screen Kombi and a '75 Beetle. We'd heard about these cars as they were being built and it was great to finally see them on the road. Other standouts for me include the Kubelwagen, a beautiful orange 1303 Beetle, all the Karman Ghia's and a number of the Kombi's. Ah - let's face; I love them all!

Of course the weekend was not without drama. Unfortunately one of the Canberra cars only got as far as Sutton Forest on the way to the show on Saturday, when a rather loud knocking sound from the engine appeared. I was happy to organise a car trailer and bring it down with me on Sunday, where we recovered the car back to Canberra after the show on Sunday afternoon. The VW Touareg completed





its towing duties without drama and the car was delivered safely home where the engine is currently out and being diagnosed.

Once again, a great time was had by all and we all agreed that this show is a definite for our calendars. We are already looking forward to next year's event and starting to make lists of all the extra camping gear we need for the weekend that was forgotten this year.

Well done to the Shoalhaven VW Club. Another great event.

Willie Nelson.

Shannon's Canberra Cars, Bikes and Coffee.

Shannon's conducted another one of their Cars, Bikes and Coffee events on May 20th in Canberra and once again invited all car and motorcycle enthusiast to join in. These events are a casual affair where you come and park your car, view all the other cars and bikes, have a coffee and chat to other enthusiasts. Their main rule is that you are parked as you arrive – no areas put aside for clubs and no holding a spot for your mate who may be running late. If you want to park in a group, then you need to arrive all together.

And once again, this is how a number of Canberra VW enthusiasts did it – we arrived on mass to EPIC (Exhibition Park In Canberra) and parked up under cover to join in with the show. VeeDubs were the largest represented marque again



due to our coordination in getting all to travel in convoy to the event. We met at "The Flags", on the lake front between the National Gallery and Questacon before driving in convoy to EPIC.

It was another great event, thanks to the guys and gals from Shannon's and the volunteer club; this time being the local Torana club. Literally hundreds of cars from all marques lined up in rows in all their glory. As with every time this event is held, some beautiful cars not seen before or not seen for a very long period make an appearance.

We were congratulated by the organisers for our turnout, with the largest number in one group for the day (again). The VeeDubs were very popular with the public, with many questions and conversations about our cars with passers-by. I'm starting to think everyone in Australia had a relative who "had one just like it" during their childhood.

Willie.





Kombi run to Stanthorpe.

Every Easter, members of The Kombi Club internet forum group congregate for the long weekend in a different part of Australia.

This year the organisers chose Stanthorpe, just on the QLD side of the border with NSW past Tenterfield, on the way towards Warwick.

Stanthorpe is called the Granite Belt. The surrounding area has many wineries and known for apple farms.

I Komvoy'd from Sydney for the 765 km trek to Stanthorpe via the New England Highway, with fellow Kombi owners from Central Coast, Newcastle & Sydney

(Wayne Murray),

We had a great run with only one of the cars having a small internal fire and another needing the love tap to get the motor going.

Owners of Kombis came from all over Australia with the furthest travelling from South Australia.

There were 3 Kombis that came in on Tilt Tray Trucks as they had broken down on the way there.

Friday night was a meet and greet.

On the Saturday, 102 Kombis lined up in Stanthorpe's Showground for the yearly photograph and then we drove into town – Komvoy Style.

The Saturday night is always a themed dinner. This





year's theme was Australiana. I accessorised with wearing thongs, cork hat, zinc, foam esky & blow up Australian thong. Wayne came as Steve Irwin.

On Sunday we all competed in the remote control and pull back car races. I won Adult small pull back race.

Monday came around so quickly and it was time to head back home in Komvoy style again.

My Betsy ran like a dream all weekend without missing a beat. Giddy Up!

Kylie Raynor

A chat with Club members Bob and Roberta Hanna.

Current VW :- Type 3 Squareback
Year :- 1970
Modifications:- None, Stock motor and suspension , very original
Time as a member :- 1 1/4 years

If you could own any Classic air-cooled car, which one would it be? A 356 Porsche, Bob said, but if not the 356 I guess an early model Beetle,

Both Bob and Roberta have always been interested in and enjoyed driving VWs. Bob's first car was a burnt orange 1960 36-bhp Beetle, bought from Swanton's Motors Hurstville for \$1000, a fair whack for a second-year apprentice. From then on there were numerous Beetles in their lives, progressing to a 1968 Type 3 Squareback which they had for 12 years. From the time they sold that Type 3, Bob and Roberta always wanted to get another Squareback at some stage (as you do!)

As time went by there was talk that maybe it's time to buy a Type 3 and restore it. This meant, though, creating more space in the garage, which meant excavating under their house – which they did. Ten years later, as Bob

did most of the construction himself, his wife Roberta suggested: "Let's purchase a good Type 3, Bob." Little did Bob know Roberta had already found one and had made arrangements to see it.

Now to me I would marry anyone who utters the words, "Let's buy an old VW..."

And what do you know, they did the 1970 Squareback Roberta had found, and what a buy it was.

The car's history: From the original paper work, the 1st owner purchased the car new from the House of David VW dealership at North Ryde on the 14/2/70 and kept it until 2013 - that's 43 years folks! From all accounts the owner was meticulous with maintenance and servicing as shown in the original service book and receipts from a local auto shop. From the first owner in Sydney the car was sold to the 2nd owner who lived on the far south coast in Merimbula. The second owner kept the car for 3 years and was just as



meticulous with maintenance as the first.

The irony of the ownership is that Bob and Roberta live virtually in the next suburb from the original owner, but had to drive 1000 km round trip to look at the vehicle, well worth it.

Their plans now are to keep it standard and enjoy putting a few miles on the clock.

So next time at one of our club meetings, cruise or event say hello to Bob and Roberta, I am sure they will be happy to have a chat and show you their Type 3. It's a fantastic original VW and a great story.

And they are both great people which what makes our club worth the membership

David Westall



The Toy Department.

Majorette, the diecast toys manufacturer I sometimes like to refer to as the quiet achiever of the model car industry, has been around now for almost 60 years.

The company was founded in 1961 by Emile Véron - of the family that also created Norev (the Véron family name spelled backwards) (Richardson 1999, p. 156). Initially, model railways and accessories were made and the firm was known as Rail-Route. By 1964 the first cars came to market, and in 1967, the name was changed to Majorette.



The VW T2b above released in the early '80s in the distinctive Majorette packaging was for model car industry "way before" it's time when you consider that as at today Matchbox has yet to produced a T2b version, hence my reference to the silent achiever.

Over the years, Majorette has adapted to increasing competition, with mixed results. The first line was the 100 series of roughly 75mm-long vehicles (Johnson 1998, 125). Then the 200 series of the same size replaced it around 1970 and was very successful as Majorette penetrated many world markets. 100 and 200 series cars and trucks were much like Matchbox, though the focus was on French brand vehicles. Some were cast in a rather bulky and thick style when compared with Matchbox, Siku, or Tomica.

Though realism and detail were not always as good as Matchbox or Tomica, by the early 1970s Majorette established a reputation of making quality, heavy vehicles, incorporating features like opening doors and hoods, translucent plastic parts, and sprung suspension systems. For



example, mid-1970s Majorettes were superior models to French Norev Minijet cars, as demonstrated by the Citroen CX models from both firms - the paint finish on the Majorette is more consistent and less thickly applied compared to the Norev.

Doors on Majorettes are sprung as is the suspension. Number plates and detailed plastic parts set the older Majorettes apart. Majorette has just re-launched its products again with a new fresh look focusing super car models but also not forgetting the good old traditional streets cars which include same classic and modern VW cars.

The images below and above speak for themselves with regard to a sample set of VW transporters and new and old beetles.

So keep an eye out for New T6 range including some with caravans in tow and who said they can't find a T6 model anywhere <http://www.majorette.com/en/home/>





Happy collecting

Tony Bezzina

Melbourne flower show Kombi.

Hi Phil and Lily, hope all is going well with you, quite sometime since catching up. Eunice and I turned up at the Berry Blast From The Past last Sunday, our first event for a long time, had too many things going on the last six or so months..



On the way down, we caught up to a long convoy of Kombi's and VW bugs climbing up a long curve on the new Berry by-pass, the various colours of the Kombi's in the morning sunlight, was quite impressive. I didn't count the vehicles at the showground, however, it was well attended. We caught up to a few members we hadn't seen for a couple of years. and overall . a most enjoyable day.

Best wishes

Brian and Eunice.

I have enclosed a photo of a Kombi at the Melbourne flower show that we attended in March this year. Instead of scrapping the Kombi, turn it into a flower pot!!





Scalextric cars, about 13cm long, and they looked like some kind of Ferrari – low and wide. Steve brought along his own Scalextric Beetle – it was rather taller and proved much slower than the Shop's cars.

Our night would be run in two competition halves, our first on the twisty 'Party' track and, after a drinks break, the second on the 'Routed' fast track at the front of the Shop. Each competition would give each of the 17 drivers a go on each of the eight lanes, in two-minute heats. Luckily the computer was there to work out who was racing where and when!

So for the first heat, the computer chose eight drivers at random from the 17 people, and assigned them to a particular lane. The identical cars were lined up, the eight drivers gripped their trigger controllers and away they went! The nine non-drivers got to stand around the track and put the cars back on when they went flying off, or continue with chatting, eating and drinking.

Club Veedub Slot Car Challenge.

On Saturday night 21 April we held our first Club slot car racing challenge. This was held at the Slot Shop at Arncliffe, who have been VW Nationals sponsors for a couple of years. You might remember they've had a portable track set up at the Nationals the last couple of years.

We had the entire shop booked out, from 6pm onwards, so we could relax and make a proper night of it.

The Slot Shop sells anything and everything to do with model car slot racing, from track and scenery to cars, collector sets, spare parts and kits, controllers, tools and software. They host casual racing for the occasional visitor, parties and functions right up to full competition racing.

The shop is decorated in car racing themes and has three large 8-lanes tracks for groups, as well as several smaller tracks for practice and portable setups. The big eight-lane tracks are lane colour-coded, and are all computer controlled, timed and scored. We had exclusive use of two of the tracks on the night.

We had a table set up with chips and nibbles, and eskies full of beer and Cokes for the members who came along. We ended up with 17 drivers on the night, including members and their wives and kids. We had a Slot Shop host to do all the organising for us.

As we nibbled, drank and chatted, our names were all entered into the computer for the twisty eight-lane 'Party' track, next to the food tables. The shop provided eight identical cars, colour-spotted to match a particular lane colour and controller colour. These are the normal 1/32 scale



The centre four lanes proved the faster, as the edge lanes had sharper bends. It became a fine art to know when to hold the trigger flat out and when to back off for the bend. You had to vary your technique, depending on what lane you were on. As the cars flashed under the starting bridge, the electronics counted another lap and the counts were timed and tallied up.

After the two-minute race was over, the computer called up another list of eight drivers and their lanes, and people moved about the table to get to their controllers, or head back to the food table, and the process repeated. No one ever had to race in two consecutive heats; there was plenty of time to rest and eat and drink, or toilet-break. It was usually



	PARTY TRACK								Total
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Lane 8	
Wayne	16	18	20	20	21	19	19	16	149
Kylie	15	19	22	22	19	18	16	16	147
Martha	17	19	20	19	21	16	16	17	145
Steve	16	16	18	20	21	17	18	17	143
Craig	15	17	19	21	19	19	16	16	142
Ingrid	15	20	20	20	20	18	16	13	142
Lily	17	18	19	19	19	15	16	18	141
John V	16	16	22	18	15	19	18	15	139
Phil	17	18	19	17	18	15	17	17	138
Nikki	18	16	17	20	17	19	15	15	137
Rudi	16	19	20	18	20	18	12	14	137
Lana	15	17	20	22	22	11	15	14	136
John T	17	18	17	15	17	18	17	16	135
Nick	15	19	19	16	18	17	15	13	132
Mark	14	18	16	16	19	15	13	15	126
Jeff	13	16	18	20	19	14	12	14	126
Amanda	13	15	11	14	12	17	14	14	110

	ROUTED TRACK								Total
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6	Lane 7	Lane 8	
John V	16	17	18	15	20	20	21	18	145
Phil	17	17	19	18	20	21	15	18	145
Wayne	17	14	16	16	19	21	20	20	143
Nick	14	16	17	16	19	21	20	16	139
Kylie	12	16	18	15	21	21	16	15	134
Martha	12	12	18	20	21	17	15	18	133
Steve	12	17	15	21	19	16	18	15	133
John T	12	19	18	14	19	18	18	15	133
Lily	14	17	13	15	19	18	16	17	129
Jeff	14	14	19	20	19	14	15	14	129
Craig	15	13	13	16	20	14	20	16	127
Amanda									0
Ingrid									0
Lana									0
Mark									0
Nikki									0
Rudi									0

another race or two before your own name would be called up again, on a different lane this time. It was great fun! It took 17 heats for everyone to have a go on every lane.

It took an hour and a half to get through the 17 heats, by which time we were ready for a rest! The computer then reported the results, based on the number of laps each driver did in the two minutes, on each lane, tallied up.



While almost everyone excelled at one particular lane, it was very difficult to be consistent over the whole track. Nikki was best at Lane 1; Ingrid was best on Lane 2; Kylie and John V shared the honours on Lane 3; Lana and Kylie (again) were fastest on Lane 4. Lana again was best on Lane 5, while four drivers shared top billing on Lane 6. Wayne blitzed Lane 7, and Lily was clearly best on Lane 8.

By adding up everyone's scores over each lane, we found that Wayne was the best driver, with 149 laps over the 8 x 2 = 16 minutes, or an average of 6.44 seconds for each lap. Kylie was second on 147 laps, and Martha third with 145. Lily was very happy to be three laps quicker than her Dad Phil. Jeff was disappointed with his 126 laps, equal with Mark, while Amanda brought up the rear with just 110 laps (that's an average of 8.73 seconds for each lap).

This was often not the driver's fault, as it sometimes took 10-20 seconds to retrieve a crashed car and put it back on the lane – and it needed to go back on the correct colour-coded lane too...

At this point Mark and Amanda headed off home, as did Rudi, Ingrid, Lana and Nikki. That left us with just 11 drivers for the second half of the night, on the high-speed 'Routed' front track.

Again we raced in two-minute heats, just 11 of them for everyone to try each of the eight lanes. This track was quite different, with a longer straight and two sweeping corners and a figure-eight at the left end. The cars could wind out a bit more on the straight, and it took a fine finger to stop them flying off at the banked left curve at the right end.

Once again the centre lanes were quickest, due to the curves being less extreme, while the edge lanes were very difficult to control due to the sharp corners. These needed careful backing off of the trigger at the start of the bends. The drivers soon discovered however that the centre lanes could held flat out all the way around.

This time John V and Phil shared the honours of 145 laps over the eight lanes, with Wayne in third only a couple of laps behind. Jeff was again second-last, this time in front of Craig, who had a shocker.

So at the end of the night, as we packed up and got ready to head off home, the Slot Shop guys read out the overall results – combining the results over the two tracks.

Obviously the six who left at half time weren't in the running, so it was up to Jeff to take Last Place for those who drove both tracks, with 255 laps. Martha was fifth with 278 laps, well in front of her husband Craig (he was 9th with 269 laps), while Kylie was fourth with 281 laps. Phil was third with 283 laps, and John V second with 284 laps. These results were very close, racing on 16 different lanes on two tracks for over half an hour of race time.

But well out in front was our winner, Wayne, who recorded 292 laps, and so received the Club VW Champion Slot Car Racer trophy. Well done Wayne!

Thank you to everyone who came along, and to the Slot Shop for a fantastic night. Everyone really enjoyed themselves. We should do this again!

	Party	Routed	TOTAL
Wayne	149	143	292
John V	139	145	284
Phil	138	145	283
Kylie	147	134	281
Martha	145	133	278
Steve	143	133	276
Nick	132	139	271
Lily	141	129	270
Craig	142	127	269
John T	135	133	268
Jeff	126	129	255
Ingrid	142	0	142
Nikki	137	0	137
Rudi	137	0	137
Lana	136	0	136
Mark	126	0	126
Amanda	110	0	110

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SUSPENSION can really take it. Front stabiliser and progressive-rate torsion bars are now standard.

Quieter, safer 'Beetle.'

Modern Motor magazine, March 1960

VW fanciers must still whistle for their long-awaited "all-new" model - but the car Wolfsburg offers them this year is full of really worthwhile improvements, reports Bryan Hanrahan.

The biggest factors in motoring economy are resale value and mechanical durability - compared to them, petrol bills are a minor matter.

The Volkswagen has a resale value rivalling that of the Holden, and so far as the mechanics go, the car will see most other makes off the road and into the scrap-heap.

The German factory says resale value is kept up because the body shape has stayed basically the same since pre-war days. I beg to differ.

Remember the old Citroen Light 15? The body shape didn't change for over 20 years - but the car had a very poor resale value.

The Volkswagen people at irregular intervals build-in real design improvements into their car. They are not obvious to the eye, but they change the VWs character, durability, and driving characteristics.

And these modifications date the different models just as effectively as does a face-lift on the Holden or any other popular car.

The reason the VW holds its value is simply that it is one of the greatest light-car designs of all time: the price is right, they beetle along seemingly for ever with a minimum of maintenance, and spares and service are available almost anywhere at fixed prices.

Add to that a touch of pugnacity, crisp engineering, and good finish. It's a car that's fun to drive, too.

Two Big Improvements

For 1960, some very important modifications have been made.

Handling, perhaps the VWs worst feature, has been improved out of sight by lowering the centre of gravity.

This has been achieved by tilting the engine unit to bring part of the mass more than half an inch lower. Also the all-independent torsion bars of the suspension are now softer at small wheel movements, but stiffen up progressively to take care of big wheel movements up and down.

A stabiliser bar has been fitted to the front suspension - as standard.

The result is a VW that is less vicious with its tail if driven too hard. The "point of no return" is delayed.

The car still oversteers (the back-end is always ready to take over the front wheels' function), but not to the same degree. Oversteer could not be eliminated altogether unless weight

distribution fore and aft was changed. Neither could the inherent directional instability in cross-winds.

This makes a lot of work at the wheel.

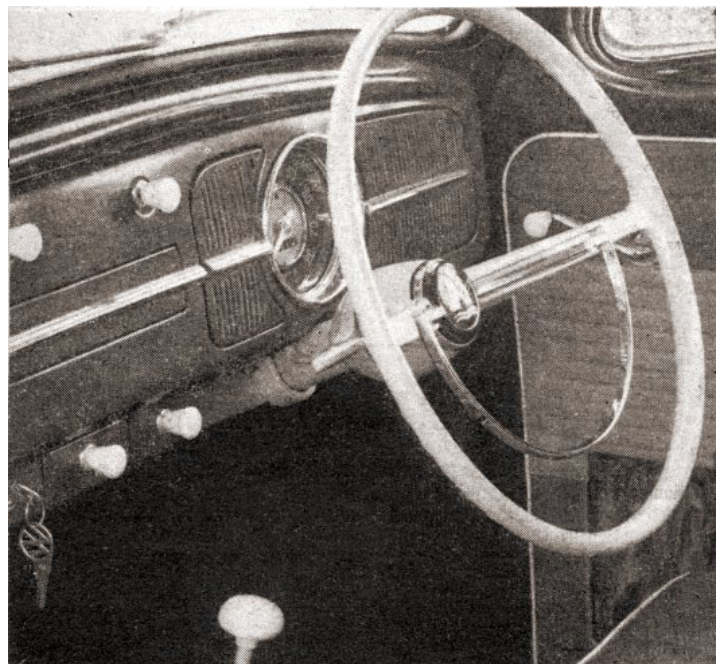
Soundproofing has been vastly improved by extra insulation on the roof and round the engine compartment. That screaming engine-cooling fan has had a few revolutions chopped off, but shape changes enable it to deliver just as much air as before.

Don't let anyone tell you that VWs are noisy now - they're quieter than the average light car.

Useful Minor Changes

Other modifications include:

- * Pull-type door handles replaced by push buttons. New locks make the doors close more easily.
- * Directional indicators are now self-cancelling - the familiar



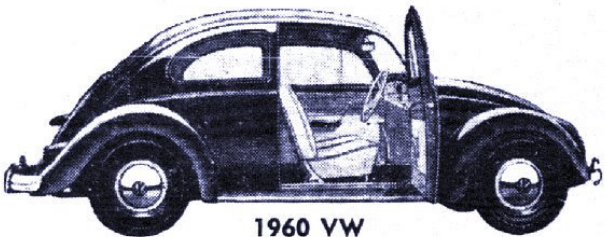
Motoring won't trouble you
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VW permanent turning signal won't be shown by the 1960 cars.

- * Steering wheel is dished for safety, and has a half horn-ring.
- * You can change down into second without that characteristic clunk, because the linkage has been softened.
- * Tropical fan-belts, stretch-proof, and with greater resistance to dust and damp, are now fitted as standard equipment.
- * Heating efficiency of the windscreen defrosters has been improved by enlarging the diameter of the front heating pipes.
- * Generator output has been increased from 160 to 180 watts, which permits additional electrical equipment to be installed and ensures quicker recharging of the battery.

Performance and fuel economy stay the same, as you'll see from the data panel. To be expected, since there are no changes in the car's weight or engine output.

The one obvious modification I think the VW people have missed is to fit some form of body ventilator.

Any modification to a VW is pricy, of course, because

of the fantastic volume in which they are made. But in Australia a car without inside ventilation can be incredibly uncomfortable.

Open door windows allow quite a good airflow - but they also let in that awful ear-dinning drum of air at any speed over 45 m.p.h. A kit to convert the rear side windows to be opened slightly is available as a VW accessory - these should be fitted as standard.

The most welcome change, though, is no change: price is still £971, tax-paid.

TAILSHAFT: I said in my report on the Australian-made VW front stabiliser bar three months ago, that the new VW would have this as standard (which is correct), and that it would have synchro on first (which is not correct). However, the VW will get synchromeshed first gear about July - and a new engine block and cylinder-head design which will raise power output a bit (this new engine is already being fitted to the VW transporter range).

Bryan Hanrahan

MAIN SPECIFICATIONS

ENGINE: 4-cylinder, air-cooled, horizontally-opposed, o.h.v.; bore 77mm., stroke 64mm., capacity 1192 c.c.; compression ratio 6.6 to 1; maximum b.h.p. (S.A.E.) 36 at 3700 r.p.m.; single downdraught Solex carburettor; mechanical fuel pump; 6v. ignition.

TRANSMISSION: Single dry-plate clutch; 4-speed gearbox synchromeshed on top three; overall ratios—1st, 3.60; 2nd, 1.94; 3rd, 1.22; top, 0.82 to 1; reverse 4.63 to 1; spiral bevel final drive, 4.4 to 1 ratio.

SUSPENSION: Front independent, by trailing links, laminated torsion bars and stabilizer bar; divided axle and torsion bars at rear; telescopic shock-absorbers all round.

STEERING: Worm-gear type; 2½ turns lock-to-lock; 36ft. turning circle.

WHEELS: Pressed-steel discs, with 5.60 by 15in. tyres.

BRAKES: Hydraulic, 96.1 sq. in. lining area.

DIMENSIONS: Wheelbase, 7ft. 10½in.; track, front 4ft. 3½in., rear 4ft. 2½in.; length 13ft. 4½in., width 5ft. 0½in., height 4ft. 11in.; ground clearance 6½in.

KERB WEIGHT: 14cwt.

FUEL TANK: 8.8 gallons.

PERFORMANCE ON TEST

CONDITIONS: Fine, warm, slight cross-wind; dry bitumen; two occupants, premium fuel.

BEST SPEED: 71.2 m.p.h.

FLYING quarter-mile: 69.3 m.p.h.

STANDING quarter-mile: 23.6s.

ACCELERATION from rest through

gears: 0-30, 6.1s.; 0-40, 11.2s.; 0-50, 17.2s.; 0-60, 26.9s.

ACCELERATION in top (with third in brackets): 20-40, 12.2s. (7.8); 30-50, 11.9s. (8.2); 40-60, 14.6s.

BRAKING: 32ft. 3in. to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: 34 m.p.g. overall for 250-mile test.

PRICE: £971, including tax

WARM VW WARM VW WARM VW

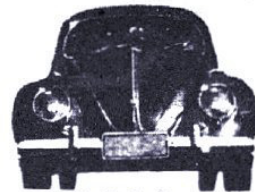
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Ash's VW Caddy.

The VW Caddy is like a cross between a Transporter and a Golf.

Over the years I have driven millions of kilometres and driven hundreds of Volkswagens.

In my mind, and for my lifestyle, one model that stands out for me is the Caddy.

The Caddy is well built, very reliable, easy to service and to work on. It can handle all types of roads and conditions.

If you can change the oil, filter and plugs regularly yourself, there is almost no reason it ever has to go back to VW for service. If you can work on a 'seventies Golf, you can service a 1.6 petrol Caddy.

The short-wheelbase model has 2 metres of space in the back and will carry any thing you can fit in.

Motorbikes, Porsche engines, suitcases, toolboxes and free trampolines easily fit in the back.

The air conditioner pumps and I think it is nicer to drive than a Golf, because of its higher seating position, easy clutch and easy gear change.



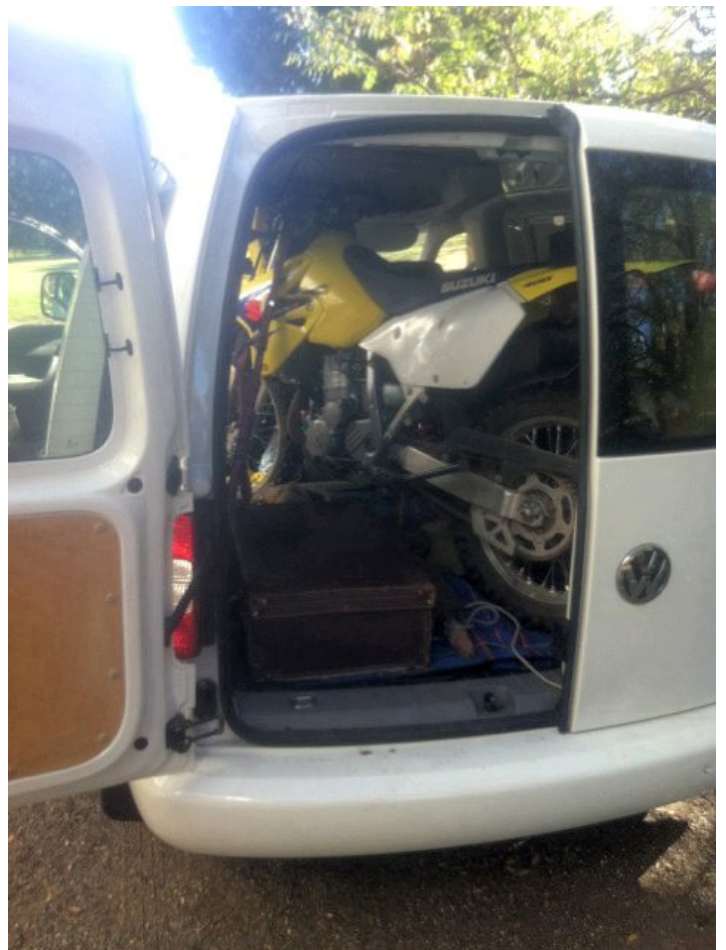
The Caddy won't use much 98-RON petrol and won't really ask for much all of its life.

My 2005 1.6 manual Caddy has way over 300,000 km on the clock, loves going to work and just won't die.

In my dreams you could buy a Caddy R 4Motion!

But until then I'll keep driving one of the best Volkswagens ever made.

Ashley Day





Ash's Porsche tips.

The bigger the risk, the bigger the reward.

All of my stories so far have been about saving money, but this time we are going to spend it like there's no tomorrow, and still make money and live the dream.

If you have always wanted an old Porsche 911, I don't know how you live life without one. If you haven't always wanted one, just stop reading here.

Owning an old 911 will cost you ten times the amount

you spend on your Beetle. It will be ten times harder to work on, but will also be ten times more satisfying when you drive down the road.

For me, second-hand parts are bought from ZAG Automotive in Kingswood (www.zagautomotive.com.au). New parts are ordered from Sierra Madre Collection in the USA (www.sierramadrecollection.com). Service work is done by BWA (Bob Whyms Automotive) at Seven Hills (www.bwaauto.com.au) – he actually started as a Volkswagen workshop many years ago.

You can trust these companies.

Owning an old 911 will teach you patience, which you can take back to your Beetle.

Trust me, owning a 911 will get you over your fear of spending money.

If you have a partner, it's best to check before buying.

An old Porsche will always cost money – you're not just going to get a good one and drive it forever. If you can't





afford professional service, it will make owning a 911 very hard.

Most jobs can be done at home, but the fuel injection system is best left to BWA.

If this sounds like a waste of money, don't worry you will get it all back and then some one day when you sell it.

When you drive down to the shops and there's that guy you knew from school and you jump out of your 911, you just say G-day. Priceless.

My top picks are the 3.2-litre, 3.0-litre and 2.4-litre. Avoid the 2.7s and the later Turbo models unless you have a very thick wallet.

If a Porsche 911 is a little bit out of reach at the moment, the early Boxter is good value, being about a quarter of the cost of an old 911.

The Boxter sounds like a 911 and is a proper Porsche, not a hairdresser's car. If you can't afford a 911 in great condition, and let's face it who can these days, fix one up.

I like a nice car that needs a new engine. Engines are easy to change. Even a dead 911 motor can be traded for a



good engine with little change-over, sometimes only a few grand.

Happy hunting!

Ashley Day

Scoop! New Big VW.

Modern Motor, June 1975

Here is Volkswagen's first really big car. The new model will look like a stretched Passat and will be powered by a five-cylinder engine! For this up-to-the-minute report Editor John Crawford puts facts together with photos by Hans Lehmann to tell the full story.



Volkswagen's new 'big' car will make its European debut in mid-1976. This is the final chapter in the Leiding new-model saga which began with the Audi 80 and continued with Passat, Scirocco, Golf, Audi 50 and the VW Polo. The new VW will be almost as long as the Audi 100, measuring 4.64 metres. It will be powered by VW's new five-cylinder engine and will be offered in two and four-door styles, both with hatchbacks.

The new model, coded the C-car, will replace the Audi 100, VW K70 and the NSU Ro80. All three designs are very long in the tooth and have been scheduled for replacement for some time. With the release of the VW Polo, the latest in the Wolfsburg lineup of new models, the C-car was next to receive attention. The styling is obviously Guigiaro-based, but equally obvious is the fact that VW's own stylists have 'had a go' here and there. The lines are bulky compared to the Passat, but there's definitely more room inside as a result.

Our ace European spy-cameraman Hans Lehmann

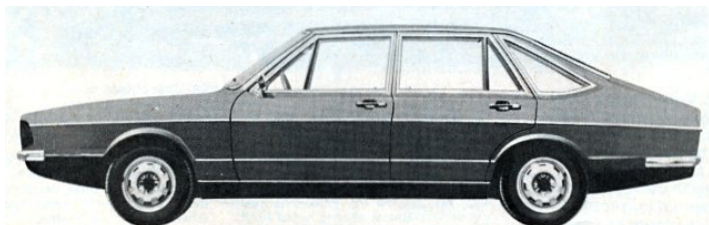


snapped these exclusive photos well inside the Arctic Circle, where VW engineers were giving a prototype a workout on the ice and snow. The photos clearly show all details of the new C-car, with the exception of the grille and tail panel styling, which VW obviously want to keep secret until next year.

Size-wise the C-car will slot in next to the small Mercedes and the Volvo 244. The wheelbase of the new car will probably be about 280-285 cm. The photos show there's quite a lot of room available in both compartments. This is a normal legacy from the engine layout, but the length of the doors give an indication of the interior space available.

The C-car will probably offer two different engines. The small capacity version will be the Audi 80 GT-type 1.6 litre four-cylinder putting out 55 kW. Then there'll be two versions of the new five-cylinder engine. Its capacity will be 1985cc and will produce 71 kW and 82 kW respectively. VW sources confirm that the five-cylinder powerplant has the potential to be enlarged to almost 2.5 litres.

Modern Motor fully described the new five-cylinder motor in the February '75 issue, in a story from our US correspondent Karl Ludvigsen. He outlined the complete development history of the engine and the reasons for its design. The engine bay of the C-car was not big enough for an in-line six-cylinder engine and VW were unwilling to design a totally new V6 motor, thus they simply added an extra cylinder to the new Passat/Audi SOHC four-cylinder motor to solve the problem. The crankshaft has 72 degree throws and features six main bearings. Ludvigsen reports the engine is smooth and powerful and quite capable of pushing the C-



ABOVE: The full frontal shot shows the dummy grille fitted to the prototype, plus the fake emblem. There are rumours that VW-Audi may release this body under the VW badge and a sedan-style under the Audi nameplate. BELOW: Here's how our artists imagined the new car would look - we published this design earlier this year.

car up to a maximum of around 180 km/h. Hans Lehmann confirms this, because he chased the prototype for many miles over Arctic roads in order to grab these exclusive photographs.

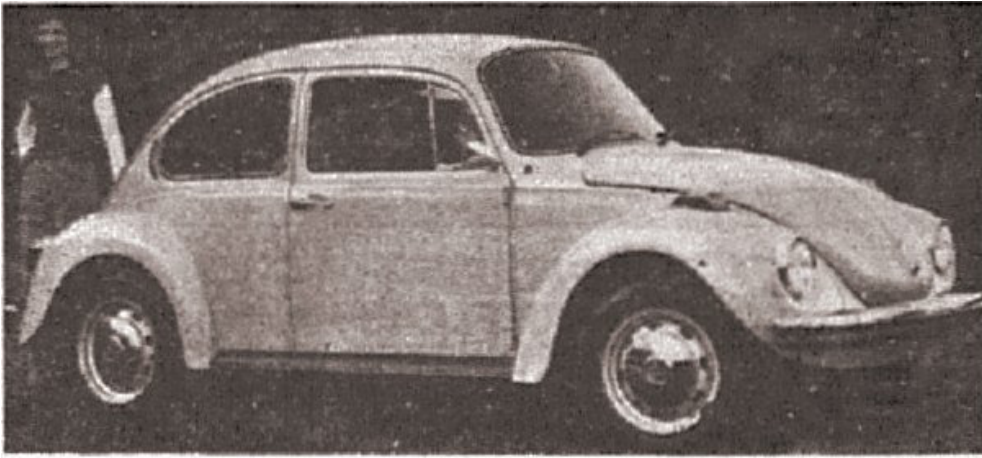
As reported in our February story the five-cylinder engine will probably appear as an option for the Audi 100, later this year or early in '76. The C-car will probably begin production in May '76, at a rate of about 1500-2000 cars per day. The C-car may be built at the old NSU Ro80 plant at Neckarsulm, just north of Stuttgart.

The final decision on production will rest on market fluctuations, in the big car sector, however it's certain Europe will see the VW C-type next year, and Australia? Well, local sources say it's a definite possibility for down under, but how about mid-'77, or early '78? The way our market has been going lately it's anyone's guess, and if you want a definite answer, don't ask VW Australia, they're not even game to guess.

Note - this prototype never did become a Volkswagen model. Instead, it became the Avant version of the second-generation Audi 100, which went on sale in Germany in 1976. This did indeed have the new Audi 5-cylinder engine. Australia never got the 100 Avant, but we did see the normal sedan version, which was sold here as the Audi 5E and 5E-CD.



Audi 100 Avant



Old wine in a new bottle. VW's Superbug L, latest of a long line of Beetles, sheds tradition only in having a curved windscreen.

Meet the Superbug L.

The Daily Mirror, Friday 11 May 1973

When you're on a good thing, stick to it, goes the old saying.

And VW, believe it or not, is still on an extraordinarily good thing with its Beetle.

So much so that its world-wide sales actually rose last year, after the Beetle – with sales totalling 15 million – deposed Henry Ford's T-model as the all-time champion.

It had its setbacks, with a decline in popularity in its home market, Germany, and its biggest export market, the U.S., where it began to succumb to stiffer tariff barriers. In Australia there was a 30 per cent drop after a good sales year in 1971.

Nevertheless, more than a million Beetles found their way into the hands of new owners in 1972.

Sales are on the increase again this year.

The U.S. problems appear to have been largely overcome, because VW's 1973 sales target there is 560,000 vehicles, some 20,000 more than the whole of this year's projected Australian market.

Big gains have also been made in markets such as Brazil and Mexico, with the promise of more to come.

No, you had better forget all those recurring stories about the Beetle's successor being 'just around the corner.'

They've been built and tried – and discarded, for the Beetle looks like being around for a while yet.

Age ...

But it's interesting to speculate on what VW could come up with, using the Beetle's tried and proven components in

a more modern concept.

It would be a very confirmed Beetleophile who would not be prepared to admit that the car is showing and to a lesser extent feeling its age.

There are no shades of grey about the Beetle – you either like it or not.

But regardless of all those well-worn jokes about Hitler's revenge and the Wolfsburg wonder, the humble Beetle over the years has put countless thousands of people on wheels and served them well.

Satisfied owners, with their stories of vast mileages with minimum servicing, have always been VW's best salesmen.

The latest version, the Superbug L, introduces the most marked changes since the Beetle's design was first laid down by Ferdinand Porsche in the early 1930s.

It has, for the first time, a curved windscreen, 42 per cent bigger than the traditional flat screen.

Because the new screen is raked further forward, from a higher turret, there is more room ahead of the front occupants as well as extra head room.

Bulbous

It also harmonises better with the familiar semi-circular profile, although some Beetle adherents may feel that the newcomer looks a trifle bulbous.

The dash is padded instead of painted and rocker switches replace the previous push-pull controls.

There are also larger tail lights sized like breakfast frying pans that are a concession to current U.S. safety regulations. They look somewhat out of place on a car of the Beetle's size, but they do let other drivers know you're around at night.

Under the skin, there's the customary yearly refinements such as more effective ventilation and demisting, a softer clutch, improved engine mountings and modifications to the preheating device in the inlet manifold to make cold weather starting easier.

Last but not least, new models now incorporate an electronic socket wired into the electrical system. This will enable owners to plug into a computerised fault-finding diagnosis system to be introduced here within the next two years.

The idea is to pinpoint and fix tuning problems with a minimum of time and effort.

The system, currently being established in Europe and the U.S., will revolutionise servicing. It emphasises

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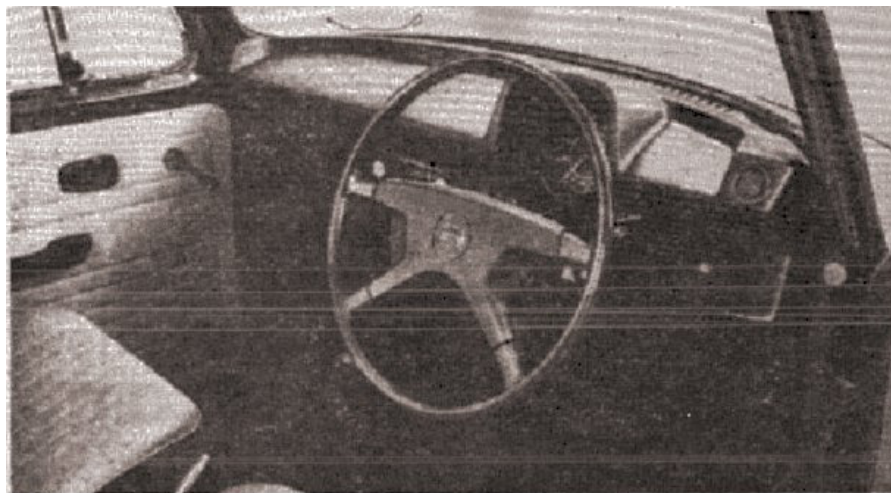
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Porsche-like interior of Superbug L boasts safety steering wheel and dash with re-positioned controls.

VW's aim not only to help put the world on wheels, but also to keep them rolling.

The L, at \$2629, is obviously a better buy than the Superbug S at \$2539 which with the 1300 Beetle at \$2409 continues unchanged with only the addition of the new dash.

All three are locally assembled.

Both Superbugs share the same mechanical features, including the 1584cc, 60 bhp engine.

There's not a lot to be said about the Beetle that hasn't been said before.

Quality remains as good as ever, with the finish on the apple-green L I tried being quite outstanding, inside and out.

The close-fitting body panels, glistening paintwork and standard of interior trimming does justice to a car of many times the cost.

While the upright seats are unusually firm and lack shape, they are not altogether uncomfortable.

Space

But the driver is still hampered by the lack of space to rest his left foot, and pedals that are too high off the floor for really convenient operation.

Entry to the rear is easier than in most two-door cars, with the release catches for the locking squabs being positioned near the top of the seats.

The tombstone-like head restraints are so far back that your neck probably would be in pretty poor shape by the time it made contact with them.

Behind the padded, four-spoke safety wheel, looking at the big central speedometer, it is pretty obvious that VW has drawn inspiration from Porsche for the Beetle's revised interior.

The major and minor controls are logically arranged to be within easy reach while wearing a seat belt.

Performance-wise, the car certainly makes the most of its modest horsepower, pulling its high 4.1:1 gearing better than I recall in previous models.

It accelerates readily but is not really as lively as it sounds and feels.

Although maximum torque is a respectable 78 lb/ft, the engine is a slow revver by four-cylinder standards – producing its maximum power at 4400 rpm – and lacks top gear punch in hilly conditions.

The gearbox is there to be used and because of the light shift, there is no problem.

Radials


Roadholding is much better than it might appear to unfamiliar drivers who cannot help feeling that the car sits fairly high on its suspension.

The L offers radial ply tyres as standard.

It clings to the road, with little of the tail-wagging tendencies of earlier Beetles.

Mike Kable

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Buying a Beetle - an old mechanic's views.

So you've found the Beetle of your dreams, or have you? Does it have a Road Worthy Certificate? My answer, yes, it should have! And more importantly, who issued it? (How thorough were they?)

Let's start from the beginning. Having been involved in the purchase of many, many cars, I can guide you through the purchase process, with 45 years of experience, and having witnessed many people making fatal errors.

Firstly, the body. If it is not complete, I suggest you walk away, as the chances of finding the missing parts are slim. Even though there are old school wreckers, the parts bill can be astronomical!

Secondly, body damage or rust. A bent car is always a bent car, as much as a rusty car, no matter what you do to it, is always a rusty car. Unless you have deep pockets and you know a metal-working genius, your pride and joy will always be compromised. (Unless of course you are a ratter, in which case, this will be all good news.)

Paint. This is the area which gets the least amount of attention, but will cost you the most money to rectify. So my advice is to buy the car with the straightest rust-free body that has paint that is in polishable condition. So if you need, for example, running boards, bumpers or interior re-trim (or other bolt-on components), this is the car to buy, even if you have to push it home.

Mechanicals. This is the area which requires the least amount of thought because, for example, if you need an engine rebuild and a transmission rebuild, it can be cheaper than a paint job. And even at that price, the paint can be ordinary. Every repair that is mechanical can be completed to an as new condition, so in actual fact, this is the least of your concerns. Even taking into account that restoring the mechanicals can add up, it is still the most straight forward and value for money part of the restoration process. Good quality parts are still around.

Ideally, when buying a car, the best value is to either buy a car which has been restored (to your liking), or to buy an original, clean virgin (everyone loves a virgin). If you do a small tally up of parts - say \$15k for paint and bodywork, \$10k for mechanicals, and another \$5k for

rubbers, tyres, lights, bumpers, etc, and finally at least \$5k for an interior.

So, \$35k will get you a really nice original car if you can find it. So think seriously when you are looking at that \$5k bargain when the seller says it just needs a 'blow over' with a spray gun or a 'tickle up' mechanically.

So to sum up, buy the best original condition vehicle you can, don't worry about kilometres (it doesn't matter), and the price? Just add up the figures above, and this will soon set your mind straight as to what it could cost you.

If you really must have a restorer, Melbourne has some great old school mechanics, spray painters and trimmers that are doing great work as we speak, but you must remember that good quality work costs money. Also finding a repairer that is interested in working in your project within your time frame might be a challenge, and you might find, for example, some spray painters don't like working on Kombis because of their size.

I often went to buy cars with an old friend, and he had a great saying that has stuck with me. 'If your life turned to s*#t, would you find someone like you to get your money back?' This is often a sobering thought as you slowly realise that you are paying too much and it's not worth it and the slow cold fog of reality sets in.

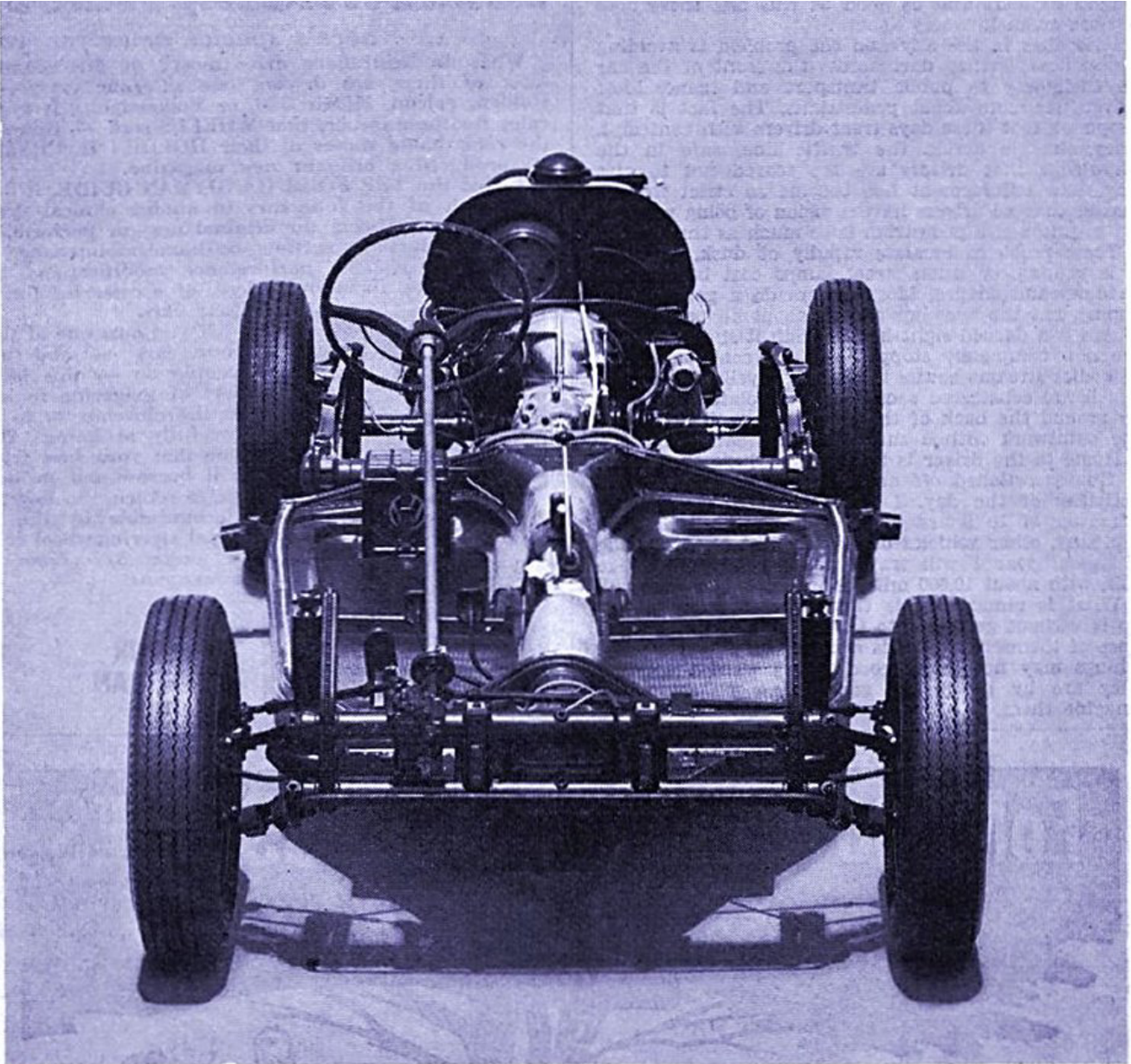
Always remember, if you spend money on a restoration, it is NEVER an investment. It is always a leap of faith, a labour of love, and most of all an indulgence.

As an example of a recent project, I bought a very sad looking T3 Transporter from one of our customers about five years ago, as he was moving into a T4. I had always said to the owner that if he ever wanted to sell it, could he let me know. And it had 305,000kms on the clock. Why did I buy it? The paint had never been polished, which indicated to me that it had never been retouched anywhere. Also, a keen eye could tell that it was factory paint. And the owner always kept on top of maintenance and mechanicals. So with just respraying bumpers and wheels, a damn good polish and a thorough clean, it came up better than a good restoration. It's a young survivor car and it drives like new.

This is a good example of what we should all be aiming for - future collectables. You've just got to pick your model.

Lloyd Davies





VW1620

Is your car as modern as this?

Let's take a look at some of the VW ideas that are still a little too advanced for most cars.

The VW has a slow-revving rear engine directly over the drive wheels, which gives the wheels better traction, and saves you the weight of nine feet of exhaust and drive shaft.

The engine is cooled by air, not water, so it doesn't boil or freeze.

It has big, independently suspended wheels. Big tyres for an average 40,000 mile

tyre life. Big brakes for faster, safer stops.

And a sealed bottom that keeps the inside, the cables and controls clear of water and mud. (In fact, VWs are so tightly sealed they've been known to float.)

Do you have a car like this?

If you do, you can be sure it's sensible, practical, reliable — and a Volkswagen.

If you don't, £799 will buy one.



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Black Needle Motor Trimming	(02) 4722 5333
Cafe Express	0414 263 333
Custom T-Shirts & Trophies	0407 946 939
Das Resto Parts	QLD (07) 5568 0143
Euro Revolution	0410 541 322
Evolution Car Hire	0419 494 465
Exoticars Service Centre	(02) 9683 2110
Forty Horse T-Shirts	0404 092 551
Greenslip Calculator	greenslipcalculator.com.au
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Hunted Design Custom Auto Trim	0477 641 559
Indian Automotive	(02) 4731 6444
Jarrood's Shakes n Snags	0435 813 851
Just Kampers Australia	(02) 9645 7660
KK Studio	0418 435 145
Kombi Crazy Collectables	0439 336 614
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	0414 857 259
MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060

Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
Mullerhaus	0412 449 389
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical QLD	(07) 4922 0555
Quik Strip Bankstown	0418 440 131
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Slot Shop slot racing	(02) 8937 2791
Stan Pobjoy Race Engineering	(02) 6654 3694
Top Stitch Motor Trim	0422 216 935
Unicap Pty Ltd	(02) 4777 4006
VanEssa Mobilcamping	1300 221 000
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Yehaar VW Glassware	0401 156 900
Zelicious Woodfire Pizza	1300 059 960



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