

Zeitschrift



The VW Touran - best of the small MPVs.

February 2019

IN THIS ISSUE:

**VW Watercooled Run
2019 Car Awards
VW Touran road test
1975 Bathurst 1000**

**Australia Day CARnivale
Lots of Ash's articles
The Toy Department
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2018-19.

President:	Steve Carter president@clubvw.org.au	0490 020 338
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VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Eddie Fleita Martha Adams
General Committee:	Shirley Pleydon Zelco Jurkovic Conie Heliotis	Charlie Attard Joe Buttigieg Barry Parks

Canberra Committee.

Chair:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Mandy Conway	clubveedubact@gmail.com
Treasurer:	Bruce Walker	clubveedubact@gmail.com
Registrar:	Willie Nelson	clubveedubact@gmail.com
Council/Events:	David Cook	clubveedubact@gmail.com
Social Media:	Dorothy Bryan	clubveedubact@gmail.com
Merchandise:	Jacqui Stenhouse	clubveedubact@gmail.com

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 324
Mortdale NSW 2223

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



Gerringong Motor Fest 16th February 2019 Michael Cronin Oval



Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 16th February 2019 on Michael Cronin Oval Blackwood Street Gerringong.**

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to a Cancer Research Project (TBA naming rights currently under discussion).**

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **250-300 vehicles.**

About The Event

This year again our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Depending on the initial interest from car clubs and car groups we may this year for the first time make a theme of the event, I will wait until I hear back from clubs who are planning to support the event before deciding. In any case every vehicle club and vehicle type will be welcome.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that there vehicle is safe whilst parked. **Entry for participating vehicles for driver and passenger is only \$5 each** to the vehicle participant/club member. A small charge of \$5 will apply for all other people including the general public. Any additional donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like previous years we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. **We would appreciate it if you would advertise this event within your club and your reply by 23rd November 2018 or sooner to advise us if you would like to be formally invited to participate (likely vehicle numbers would assist us greatly).**

Many thanks to you and your motoring enthusiast members.

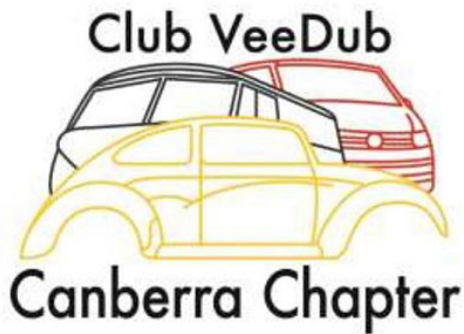
Contact:

Keith Watson

Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone: Keith Watson : 0401 777 130



CRUISE & LUNCH AT THE LOADED DOG HOTEL, TARAGO

A great drive, some good food, our **AGM**, & a natter!

SUNDAY, 24 FEBRUARY '19

We are going to cruise to Tarago for lunch, have our **AGM** and catch up on all things VW. The drive will take approximately 40 mins.

AND Financial members will receive a **\$25 voucher** to go towards lunch, drinks, etc at the **Loaded Dog Pub**. So we hope you will consider coming along and giving your VeeDub a run with like minded enthusiasts.

Be sure to also collect your ticket for **Lucky Door prizes!**
(*must be present to claim prize*)

Our AGM will be held after lunch. Are you interested in assisting your Club? We meet on the last Monday of the month at the Harmonie German Club, Narrabundah, to organise events, often in conjunction with our Sydney brethren.

We are always open to new ideas and we'd like to see as many faces as possible. If you would like more information about any of the positions please ask us, any of the Committee members can assist. This is your Club and we need your help and input.

Details:

Meet at the front of **Old Parliament House** at **10.30am** for an 11am departure.

Please indicate your interest by emailing Mandy at clubveedubact@gmail.com, giving your mobile phone number and car's details by Monday 18th Jan, so we know who will be coming along.



Contact is David **0400 657 908** on the day.
We'd hate to leave anyone behind!



It's on Again!

FLAT FOUR'S Lighthouse to Lighthouse Run.

This run is open to all VW's new and old. Come along and join the fun, rain hail or shine.



**LIGHTHOUSE TO LIGHTHOUSE
CRUISE 2019**

Date: Saturday 2nd March 2019

Time: Meet from 3:00pm Depart: 3:30pm.

Meeting Point: Old Wollongong Lighthouse,

Flagstaff Hill Park, Wollongong.

Finishing: Kiama Light House, Kiama.

And after to Kiama Leagues club for food and drinks.

Enquiries: via website flatfour.org

Or Phone Kevin [0417 480 905](tel:0417480905) and Rod [0416173859](tel:0416173859).

All-German Vehicle SHOW and SHINE

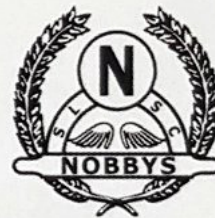
Newcastle Foreshore
Sat 9th March 2019



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

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

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



Proudly supported by:



For further information go to:

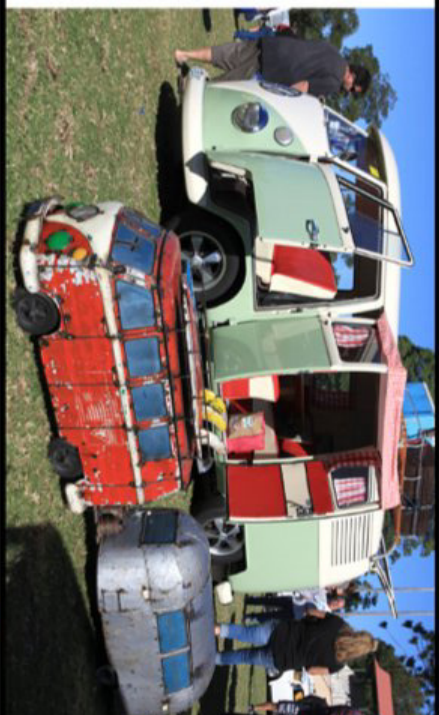
www.mbccc.org.au



MBCCC Mercedes Benz Classic Car Club

Berry Blast From The Past

Sunday 5 May 2019 at the Berry Showground held in conjunction with the Berry Markets



All proceeds of the show donated to Can Assist - Cancer Assistance Network
Proudly supported by Rod Penrose Racing



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

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

For more information contact Dave Becker on 0402 003 965

People's Choice Award and raffle drawn at 1pm



VW NATIONALS SYDNEY AUSTRALIA

Supersprint

Saturday 25th May
Sydney Motorsport Park

Show Day

Sunday 26th May
Fairfield City Showgrounds

Learn more at www.clubvw.org.au
Or phone David Birchall on 02 9534 4825



Volkswagen

Von dem Herrn Präsident.

Hi all, well we had a great turn out at this years Summer Cruise. Thanks to all who helped on the day and of course those people who attended. See the event report with photos in this issue. I think next year we will leave earlier as I'm always afraid that all the good parking spots will be gone.

Some of our members displayed their VWs at CARnival at Parramatta Park on Australia Day. It was a very hot day and numbers were down, although reports say it was a pretty good VW turn-out. You do have to pre-book, so stay tuned for all the info here when it gets closer next time. I'd booked to attend but the weather forecast was looking very hot that day so I decided to give it a miss. Carl has suggested we go to Australia Day at Glenbrook next year instead.

Lots of great events coming up so keep an eye out on the club website for upcoming events. Our next one is the Gerringong Motor Fest on Saturday 16th February. We will be meeting first at McDonalds at Engadine (on the Princes Hwy, across from Heathcote Road) from 7am and leaving in convoy at 7:30am. I'm told there will be a football celebrity judging the cars at Gerringong – he used to play for Parramatta in the '80s and owns the pub down there now.

We have been invited to Flat Four VW Club's run on Saturday 2nd March, which will cruise from Wollongong Lighthouse to Kiama Lighthouse. Then lunch and socialising afterwards at Kiama Leagues. We are gathering at Uncle Leo's Caltex from 1:30pm and departing at 2pm to get to Wollongong around 3pm.

For our members in Newcastle and surrounding districts, the German Car Day is on again at the Newcastle Foreshore. This is organised by the Mercedes Benz Classic Car Club.

Keep an eye on the Calendar and the flyers, and mark the dates in your diary so you don't miss them. Everyone is welcome to bring their VWs along to any event, and we would love to see you there,

Norman our secretary does regular emails out to club members, both for normal calendar events and also when we hear of a great event but we learn of it too late to put in the club magazine. So if you're not on the emailing list drop Norman an email at secretary@clubvw.org.au

The VW Nationals will be here again before we know it Planning is well under way. Help will be needed setting up, packing up and during the day. If you can lend a hand on at the Supersprint or on show day it would be much appreciated. Thanks to the efforts of Dave Birchall we have again secured South Circuit at Sydney Motorsport Park.

Does anyone remember a former club member Kee Chan? He drove a red '68 cabrio with polished Fuchs. He used to write interview-style articles for the club magazine in the early 1990s. Well, I recently saw him in a movie called Red Dog True Blue playing Jimmy Umbrella. He was also in Moby Dick with Patrick Stewart

See you soon,

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

Apologies for no report from me last edition - my computer literally went up in smoke, leaving me thinking years of work, photos and other digital information was lost forever. Luckily the repair man was not only able to repair the unit, but also ensured all my files were recovered. I still haven't bought the external storage device I promised myself I would after that event - but it's on the way....

Traditionally a slow time for the club following the Christmas and New Year break, with families busy on school holidays and not as much spare time for club events, there has been little to report on recently. As with many other parts of Australia, Canberra has seen some of its hottest weather in history recently. Both the hottest day recorded for Canberra and the longest consecutive number of days above 35 degrees were realised in January 2019. Many local VW enthusiasts googled air conditioning kits for aircooled VWs recently.....

Upcoming events should make up for our slow start to the year though:

Saturday 23 Feb 1700: Shannons Cars, Bikes and Coffee Twilight event at Old Bus Depot Markets. Those wishing to join us, meet at Old Parliament House (OPH) at 1600 for 1630 departure.

Sunday 24 Feb: AGM. Join us for the Canberra Chapter AGM, meeting at OPH at 1030 for an 1100 departure, travelling out to Tarago's Loaded Dog Hotel. Financial members will receive a \$25 voucher to spend at the pub on the day for food and /or beverages. All attendees will receive a ticket for the lucky door prizes and of course an opportunity to join us for a cruise, lunch and your chance to have your say at the (short) AGM.

Sunday 03 Mar 0800: Wheels car show. One of the largest all-marque car shows on Canberra's calendar, this year will be held out at the Queanbeyan Showgrounds. A great event that just gets bigger each year. Club VeeDub will be in attendance, so please consider coming along and joining us on the day.

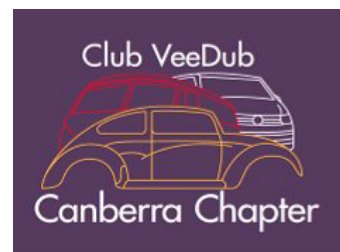
For our chapter members; please keep an eye on our Facebook page "Club VeeDub Canberra Chapter" and your email inbox for details on upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a 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

Cheers,

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.**

February.

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).

Saturday 16th:- Gerringong Motorfest 2019 at Mick Cronin oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join out display of over 150 classic cars. Some famous race cars will be there, and hopefully a former famous rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure – 95 km and 1 hr 10 min to Gerringong.**

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

March.

Saturday 2nd:- VW Lighthouse-to-Lighthouse run, organised by Flat Four VW Club. This run is open to all VWS, old or new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park, Wollongong, from 3pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info phone Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30 pm for a 2pm departure. 75 km and 55 min to Wollongong.**

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

Saturday 9 March:- All German Vehicle Show and Shine, on the Newcastle Foreshore. Hosted by the Mercedes Benz Classic Car Club. 7:30 am to 3:00 pm. The event is for both classic and modern cars, show cars or every day drivers, produced by German factories including Mercedes-Benz, BMW, NSU, Borgward, Goggomobile, Volkswagen, Porsche, Audi and Messerschmitt. Come and see some stunning

vehicles, including some quite rare ones. Fine German food on site and awards and prizes awarded in various categories. Registration \$15 per vehicle on the day, supporting Nobbys Surf Livesaving Club.

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

April.

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).

Sunday 14th:- Robertson Classic Car Show at historic Robertson Heritage Railway Station. Yes it's back! Gold Coin Donation for exhibited cars appreciated; free public entry for browsing. 9.30 am to 1.30pm weather permitting as the cars are precious and the grounds can be soggy. Lots of activities: Railway Station open for History Display. Working model trains. Historic Farm Machinery. Art Show in the Fettle's Shed Gallery. BBQ sausage sizzle. Food - tea and home made cakes. Gourmet Coffee Van. Robertson Monthly Markets at the School of Arts is on the same day. Inquiries: Steve (02) 4885 2393 or email stevercarey@bigpond.com. **Join the Club VW Convoy from Uncle Leo's Caltex, Liverpool Crossroads, 7:30am for an 8am departure.**

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.

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

May.

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

Sunday 5th:- Berry Blast From the Past show at Berry Showgrounds. Gates open at 9:00am \$20 entry, includes an event plaque. Gold coin donation for non-showers for a look around. People's Choice award and raffle draw at 1pm. All

Supersprint Team Members wanted!

On Saturday 25 May Club Veedub is again holding its annual VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek South Circuit.

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



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

Please contact Craig Adams if you can help us out.

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

funds to Cancer assistance Network. Berry markets to explore as well. Hosted by the Shoalhaven Volkswagen Club., contact Dave Becker on 0402 003965. Proudly supported by Rod Penrose Racing.

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

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

Saturday 25th:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek. We're back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for

information on licencing, registration and entry.

Sunday 26th:- VW Nationals 2019 at Fairfield Showgrounds, Sydney. Our biggest VW show of the year, with 44 peer-judged categories, a special concours category and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.

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

June.

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).

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

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



Next Club Meeting:
Thursday
21st Feb.
8:00pm
Arena Greyhound Club.

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:- 1972 VW Superbug automatic; complete not running in reasonable condition very little rust Plus another manual Superbug for parts. A large assortment of parts for same. Situated at Childers, Qld. \$5000. Contact Russ Hopper on 0427 821328 or email hopper.russ@gmail.com

For Sale:- Hello I'm looking to sell my 1970 type 3 notch back VW. I recently reconditioned the engine and it's just about up to its last run in service. I'm looking for advice on pricing it and also wondering if anyone in your club would want to buy it? It's in Canberra. Thanks for your time. Contact Clare Solomon on 0430 163981 or email claresolomon1@gmail.com

For Sale:- Hi, I have a 1992 VW Transporter van. I have been told that it has a leaking head gasket or cracked head. It still drives. I would like to sell it. Can you give me a guide as how best to sell it and what it could sell for? Or make me an offer! I am in Mount Isa, Qld. Thank you for your assistance. Nicolle. Email me on nicollemcleod@yahoo.com.au



For Sale:- Number plates VW 567. Best offer to Steve on 0412345138 please, or email williamwebellis@yahoo.com

For Sale:- Hi I have a 1966 VW Beetle for sale. I am really not sure what model it is or what it's true value is either. The car belonged to my friend's father and she inherited it when he died. She listed the car recently not truly knowing what it's value is and has since removed the ad. If I can discuss the vehicle with someone that would be great. If you are interested, please contact Mr Sam Lawson on 0423123646 or email lawsonsamuel@yahoo.com.au

For sale: VW Kombis parts. Prices - Best Offers - No Reasonable Offer Refused. - Original Recommended Retail was \$499 in Total. Heater Cables, left/right (1 of each) - \$60 Retail. Hella Headlight Lenses (3x): - \$80 each. Retail. Inner Headlight Surround (Plastic) (1x) Side Opening ¼ Window Seal (1x) - \$79 each. Retail. Flat Galvanised Strip Cable (Used) Kombi Bulb Holders (3x Used) - \$20 each. Retail. Plus: - AWA Clarion 900EQA. - 9 Band Under Dash Graphic Equaliser/Amplifier. Near new condition. Best offer over \$75 For more information, contact John on 0412 293 889. The items are located in Wyoming, NSW.

2nd month ads.



For Sale:- 1972 'lowlight' VW Kombi pop-top camper restoration/project. She has not been used for 5 years due to my ill health so the engine I imagine is not running. She has the usual Kombi rust spots so will need body work. She has a beautiful wooden fitout and the pop-top is in very good condition. One of these restored recently sold for \$52,000 She is priced for a quick sale \$8000 negotiable. Contact Lise on 0410 069357 or email liselotteinlove@gmail.com

For Sale:- I have a VW Golf 1993, it has a oil leak, but other than that it runs fine, I was wondering if any or your members would be interested. Contact Brooke Scales on 0448 775002 or email brookescales31@gmail.com

Trades and services directory.

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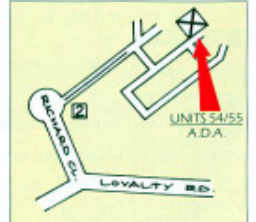
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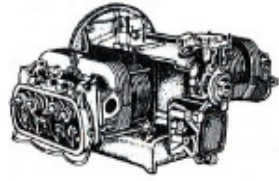


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VW Tiguan Wolfsburg Edition.

The Volkswagen Tiguan 162TSI Wolfsburg Edition is on sale in Australia, featuring equipment upgrades for \$55,490 before on-road costs.

Previously confirmed as part of the MY19 Tiguan range, the Wolfsburg is based on the popular 162TSI Highline and limited to an initial allocation of 500 units – "with the possibility of a further consignment."

For the \$6000 you'll pay over the Highline, the Wolfsburg is equipped with the normally-optional R-Line and Sound & Vision Packages, and a model-specific exterior black pack.



That means the Wolfsburg gets a 360-degree camera, 31.2-cm Active Info Display, Dynaudio premium sound system, R-Line exterior styling, R-Line interior, gloss-black 20-inch 'Suzuka' alloys, and gloss black exterior accents on the grille, mirrors, window frames, spoiler, and roof rails.

Privacy glass, along with a head-up display are also included – the latter is exclusive to this model locally. Rounding out the additional specification is a Wolfsburg crest badge on the tailgate.

Normally buyers would have to shell out an additional \$2900 and \$3000 for the R-Line and Sound & Vision packs. Premium paint is also covered in the list price (normally \$700), and that's before you count all the black bits.

Speaking of the exterior finish, the Wolfsburg Edition is available in three shades: Oryx White Pearl (exclusive to this model), Deep Black Pearl and Indium Grey Metallic.

Power comes from the same 162 kW/350 Nm 2.0-litre turbo four as the standard 162TSI Tiguan, paired with a seven-speed DSG transmission and 4Motion all-wheel drive.

While the Wolfsburg leaves little to be desired in terms of equipment, a powered panoramic glass sunroof is available as a \$2000 optional extra.

New Touareg.

The new, third-generation Volkswagen Touareg arrives in Australia during the second quarter of 2019. It will sit atop VW's range alongside the sleek Arteon, and like that sleek elongated hatchback is now pitched at the luxury part of the market.

The Touareg debuted in 2002 and was introduced to Australia in 2003. It was advertised as VW's "first ever 4x4." As VW syncro owners know, this was completely wrong; the Touareg was actually VW's first luxury SUV. It was facelifted in 2007. The second generation Touareg appeared in 2010 and was facelifted in 2015.

There's a lot of Audi in the new Touareg's design, with a side profile reminiscent of the smaller Q5. There's also a large silver grille that some will love, and which others may find a little gauche.

On each side of the grille are available matrix headlights trickled down from Audi, with 128 individually controllable LEDs allowing adaptive high-beam.

It's certainly clean and elegant elsewhere, with perhaps the nicest view its rear end. The LED tail-lights are intricate and full of presence, while the wide-spaced letters along the tailgate are a bit of a retro throwback and similar in style to the Arteon's badging.

Under that body is the VW Group's longitudinal MLB architecture, in essence the platform that underpins the VW Group's large luxury SUVs – the Audi's Q7, the Porsche's Cayenne, the Bentley Bentayga and the Lamborghini Urus.

The new Touareg is 83 mm longer and 44 mm wider than before, though the wheelbase is only up 1 mm and the roofline is actually 7 mm lower. Ground clearance is up 14 mm. The modular platform cuts the kerb weight by around 50 kg (starts at 1995 kg), though the turning circle is up by about 30 cm to 12.2 m.

There are a number of optional dynamic additions engineered into the new model, including rear-wheel steering (the back wheels go in the same direction at high speeds to improve stability, and the opposite way below 37 km/h to reduce that turning circle) and multi-height air suspension that can jack the body by up to 70 mm.

There are also Audi Q7-style electro-mechanical active roll stabilisers, or active roll bars, running off a 48V onboard electric system and reducing lateral roll and understeer.

The cabin too is a massive step up over the dated old car. The standard offer is a 23-cm centre touchscreen with gimmicky (for now) gesture control surrounded by hard keys for the climate control, plus analogue instruments ahead of the driver flanking a portrait trip computer.

But you can option an Innovation Cockpit that gives you a massive 38-cm pinching/zooming/swiping touchscreen, and the familiar 32.2-cm Active Info Display configurable digital instruments that show nav, music etc. The array is technically two pieces of joined glass, and like Tesla





or the Volvo XC90, most everything is handled by touch.

There's also a head-up display that projects onto the windscreen and a wireless inductive phone charger. Other niceties available as options are 18-way adjustable heated/cooled leather seats with pneumatic side bolsters, and massaging software with eight different preset options.

You also get four USB inputs including two in the rear. The base sound system is a 80W setup with eight speakers, but you can buy a 14-speaker/16-channel and 730W system with Dolby 7.1 standard sound.

Driver assistance tech includes high-speed AEB, blind-spot monitoring, adaptive cruise control, lane-keeping assist, auto parking, Traffic Jam Assist, and front/rear cross-traffic assist. There's also the Arteon's Emergency Assist that leaps into action if you ignore prompts to touch the wheel, first by tugging the seatbelts, then by slowly coming to a stop autonomously with hazard lights on.

There's also Predictive Pedestrian Protection, a camera and radar sensor controlled warning system to detect pedestrians on the edge of the road. The system will first alert the driver and prepare for emergency braking. If no response is detected and a collision is imminent it will automatically perform emergency braking. For the first time the system will also detect cyclists.

An optional thermal image camera (infrared) at the front of the car registers infrared radiation coming from a living organism. If this camera detects people or animals, the assistant warns the driver.

The new Touareg has more space than before, with 810 litres of cargo space in the rear expanding to 1800 mm with the back seats folded. However, it's 77 mm narrower between the wheel housings in the rear, and the fuel tank is 10 L smaller, at 75 L.

One downside is the fact that, despite being about the same size as a Toyota Kluger, the Touareg remains – like the Jeep Grand Cherokee – a five-seater only. There's a chance this has been done to give Audi a VW Group monopoly on seven seats.

The Touareg will launch with diesel engines only, all versions of the familiar 3.0-litre turbo V6. The Launch Edition model will use the Amarok's 190 kW/500 Nm Euro 5 version, because it's already been tested against our NEDC fuel cycle (as opposed to the more modern European WLTP cycle that VW now

prioritises).

From late 2019 this engine will be joined by two Euro 6 versions of the same engine, making 170 kW/500 Nm and 210 kW/600 Nm respectively. All are mated with an eight-speed automatic with torque converter, and are rated to tow 3.5 tonnes as before.

A V8 TDI is expected, while a turbo petrol six is being considered. The PHEV version will probably be China-only.

It's pretty clear the new Touareg will be pricier than before, especially once you start dipping into those options (which will be grouped into digestible packages).

The outgoing model kicks off at \$74,990 for the Monochrome and costs \$85,490 for the V6 TDI version. The base version of the new car will almost certainly start in the \$80k range, putting it

between a Grand Cherokee at one end and the BMW X5/Audi Q7/Range Rover Sport at the other.

VW Australia is still working through the final details. Stay tuned.

Next Amarok to be a Ford?

Further to last month's news item on VW and Ford cooperating on certain models, Herbert Diess, CEO of the Volkswagen Group, has provided a few more details about the ongoing partnership talks between VW and Ford.

In an interview with Automotive News, Diess said Ford may supply Volkswagen with a successor to the Amarok ute.

Should the two companies come to an arrangement regarding their global utes, it's not known when the Amarok will shift onto the Ranger platform. The Amarok went on sale around the world in 2010, while the current T6 Ranger started trundling down the production line in 2011.

The Ranger had a facelift in 2015, and was recently re-engineered for the North American market, with sales slated to begin there in 2019. The Amarok was mildly facelifted in 2017 when it received the V6 TDI for the first time.

VW's CEO stated the main focus of discussions so far has been the "small commercial vehicles business in Europe", where the two automakers believe there are "huge synergies"



to be had.

"[In that segment] we are both relatively small in size against our peers, so what we're talking about is sharing a few platforms and manufacturing sites there," Diess said.

Diess went on to praise the long history of collaboration between Ford and Volkswagen, especially their previous joint ventures in Europe (as described last month), and South America.

As has been previously reported, Diess said Volkswagen is open to licensing its upcoming fully electric MEB platform with other car makers, including Ford, to allow for increased economies of scale.

Volkswagen and Ford signed a memorandum of understanding in June, enabling the automakers to investigate joint development of commercial vehicle platforms and models.

Late last month Ford's chief financial officer stated publicly "collaboration isn't being limited in any way whatsoever, whether it's different types of technology, product segments or geography", thereby opening up the possibility the two car makers could work together on passenger vehicles too.

VW Tarok MQB ute.

The Volkswagen Tarok concept has been unveiled on the first day of the Sao Paulo motor show in Brazil, previewing a compact, production-ready dual-cab ute.



The Tarok concept features a dual-cab body with seating for five people, a panoramic glass roof, and LED lights visually connecting the grille and headlight units.

Inside, the Tarok has a customisable digital instrumentation screen, a high-resolution infotainment system, and colour-coded dashboard and door trim accents.

Said to be able to haul up to one tonne, the Tarok's tray can accommodate extra-long items if both the tailgate and rear bulkhead door are folded down. Doing so increases the tray length from 1206 mm to 2775 mm.

Said to be around five metres long, the Tarok will be positioned below the Amarok, which can stretch from just under 5.2 m to a gargantuan 5.9 m long.

The Amarok has body-on-frame setup, and is available in either rear- or four-wheel drive. On the other hand, the Tarok is a unitary design based on the front- and all-wheel drive MQB platform. In other words, it starts with the Golf

and could be thought of as a ute version of the Tiguan.

Under the bonnet the Tarok concept features a transversely-mounted 1.4-litre turbocharged four-cylinder petrol engine making 110 kW of power. It drives all four wheels via six-speed automatic transmission, and in Brazil can run on either pure ethanol or the E22 petrol-ethanol blend.

Volkswagen says "it is certain" the Tarok will head into production in Brazil "with barely any changes". The production version, if it eventuates, will also be available with a 2.0-litre turbo-diesel motor cranking out 110kW of power. No time frame for production was given.

VW's Brazilian team states the Tarok "has the potential to boost Volkswagen's model range in other global markets," but has not suggested which markets outside of Latin America will receive the Tarok.

Volkswagen Australia is already downplaying any chance of the Tarok coming here.

"Utes in this country are about capacity in the back and under the bonnet, and the Tarok offers neither," said Volkswagen Australia spokesman, Paul Pottinger. "So no, it's unlikely to come here. It's the commercial world's equivalent of micro cars."

Pottinger says the Amarok is selling because of the number of cylinders under its bonnet before buyers even consider its class-leading tray capacity.

"V6 engines are accounting for 80 per cent of Amarok sales, and most of those are the higher variants such as the new 190kW Ultimate 580," he said.

Four-cylinder Amaroks continue to be considered an important part of the mix, and therefore rule out one possible point of difference for the Tarok.

2019 Car Awards.

News:

The Carsguide Car of the Year Award was changed this year to reflect the name of the media organisation which owns them, News Ltd (publishers of the Daily Telegraph and the Australian). Their awards are now called the News Corporation Car of the Year. After a few years of awarding in different categories, like the Drive and NRMA awards, they have returned to just having one Car of The Year.

The only Volkswagen nominated in the list of ten finalists for 2018 was the Volkswagen Polo.

"At the most affordable end of the market, the



The Volkswagen Polo drives and feels like a much more expensive machine. Photo: Thomas Wielecki. Source: Supplied

Volkswagen Polo impressed the judges with its roominess and refinement,” News reported. “It’s more expensive than the opposition but rewards with a great drive, a classy cabin and surprising urge from its tiny three-cylinder engine. Ultimately it was let down by its transmission, though. At speed it shifts smoothly and swiftly but it stumbles during low speed parking manoeuvres and in stop-start traffic. Best in class but not Car of the Year.”

The News Corporation Car of the Year was the Hyundai i30 N.



Drive:

The competing Fairfax news organisation and their drive.com.au subsidiary (now owned by Channel 9), also published their own best car awards. Volkswagen won one category award for 2018:

Best City Car: VW Polo 85TSI

“The Volkswagen Polo 85TSI Comfortline leaps onto the top step of the podium as 2018’s Best City Car with five of the seven judges nominating it as first in class, giving it a score of 18 points from a possible 21,” Drive reported.

“Those judges all agreed the little German hatch set a new small car benchmark on the strengths of its spacious, classy and tech-laden cabin (when configured with the digital dash at least), its elastic little engine and solid road manners, all combining to give it a level of overall refinement that is a class above the rest.

“At the end of the day, Volkswagen’s latest Polo is a lot of car for the money, and one that resets a few benchmarks among its peers. It’s a smart car to look at, to drive and to own with a veneer of European polish and panache that others simply cannot match.”



Overall, the Drive COTY for 2018 was the Toyota Camry Hybrid.

Wheels COTY:

The longest-running, and probably still the most prestigious of the annual awards, is Wheels magazine’s Car of the Year award. This has been run since 1963. Volkswagens have won it five times – Passat 1 in 1974, Golf 1 in 1976, Golf 6 in 2009, Polo 5 in 2010, and Golf 7 in 2013.

Contenders are chosen from all new vehicles to be introduced the previous year, and are judged according to

value, engineering excellence and suitability for purpose, among others. A list of 50 different cars were chosen to compete for the award.

After several rounds of testing, five cars made it to the finals. These were the Alpine A110, Jaguar I-Pace, Subaru Forester, Volkswagen Polo and Volvo XC40. This is as far as the Polo got.

“So comfortably did the Volkswagen Polo demolish all of its rivals in the May 2018 edition of Wheels that it was almost embarrassing,” Wheels reported. “It shouldn’t come as any great surprise that the best handling, most polished, most spacious, quickest, most economical and best value car wins this test,” we declared, underscoring the fact that the Polo performed such a slam dunk on the Suzuki Swift, Skoda Fabia, Mazda 2 and Citroen C3 that the comparison rapidly devolved into an unseemly scrabble for the minor placings.

“Big reputations count for little at COTY, however. With the slate wiped clean, the Polo had to reassert itself against the five criteria of function, technology, efficiency, safety and value. Unfortunately there were no extra points for additional laps sneakily accrued around the basic durability circuit, or else the Polo GTI would have made the top three.

“Volkswagen supplied three Polos for review; an entry-level 70TSI Trendline manual, a mid-spec 85TSI Comfortline with a DSG transmission, plus that DSG-equipped GTI. First acquaintance with the 70TSI was an eye-opener, quite literally. Driving to You Yangs in the pre-dawn, it was striking quite how feeble its incandescent bulb headlights were. Perhaps we’re spoiled by the newest and latest things with LEDs and lasers, but rowing along a manual car while your eyeballs are out on stalks scanning for errant macropods served as a reminder of quite how far technology





weapon at the proving ground, registering some almost unbelievable mid-corner speeds.

“So what prevented the Polo ascending the podium? It was much the same issue that did for the Corolla; namely that while it's a very good iteration of its line, it didn't actually do much to advance the state of the art. Against many of the criteria it did reasonably well, but didn't excel. In short, it needed some bigger drawcards than all-round incremental improvement to make the next round. As well as scoring well in the judges' books, the vehicles that made the top three all managed to subtly progress the art in some significant way in their respective classes. We're not sure the Polo does.”

This year's Wheels Car of the Year is the Volvo XC40 SUV.

has advanced.

“It still seems a lot of car for \$17,995, though, and while you don't have to look very far to see how it's been de-contented compared with plusher versions, the bones are pretty much the same. The Trendline drives with an assurance and polish rarely found sub-\$20K. Spend a bit more time in the Comfortline and you begin to wonder whether this is all the car you really need. You'll start absent-mindedly hatching notions that rather than spending \$50K on an electric car, it'd be more sustainable to spend half that on a Polo and invest the other half in luxury care for homeless gibbons.

“The muted colour palette helps reinforce the notion of maturity, as does the five-door-only body style. Drop inside and it's slick yet unadventurous, all of which does little to dispel the impression that it's all a little normcore. The only nod to extroversion is a slightly tone-deaf hexagonal theme inside, but to drive a Polo is to love one. Even the 70TSI is shot through with quality in its suspension calibration, in the consistency of its control weights, in the precisely lubricated way the manual shifter slips, snicks and slots through its gate. It feels like a product built by people who understand people like us. And that's important.

“The GTI is seriously quick. Shifting just 1355 kg, it'll get to 100 km/h in 6.6 sec and the acuity of its front end through corners is astonishing. It does lack a little playfulness, but if carving a precise line on give-and-take roads is your thing, it'll only be found wanting in the very tightest corners, where its XDS e-diff often allows power to bleed away via the unweighted inside front. The ride can be terse, but it was a

NRMA Best Car Awards:

The NRMA's disdain for Volkswagen continues. Several years ago they disqualified all VW models from their awards because of the US diesel scandal. This included VW petrol models, which were not involved, and despite the US scandal not being relevant to Australian laws or regulations or testing procedures.

This year no Volkswagens won any awards – in fact only one VW model was even nominated in any category. The Polo, a finalist and class winner in the other awards, wasn't even nominated. The only VW was the Amarok TDI420 Core, which finished second in the Best 4x4 Dual Cab Ute category behind the Ford Ranger XLT 3.2.

The NRMA said “In TDI420 Core specification, it has a significant price advantage that also flows through to lower depreciation losses. Ongoing costs, such as running and repair, insurance and fuel are marginally better too. But it falls short of the Ford's better warranty and dealer spread, and its lower purchase price reflects a less generous standard features list.” So they penalised the Amarok because there aren't as many VW dealers as Ford dealers?!

Notice also that the NRMA carefully chose the base 2.0-litre 4-cylinder Amarok Core (\$51,690) to go against the more expensive 6-cylinder Ford XLT (\$60,488). This allowed them to criticise the Amarok for a ‘less generous features list’ and also for ‘not matching the grunt of its rivals’ larger displacement.’

What garbage. If the NRMA was fair dinkum they would have compared a V6 Amarok with the 3.2 V6 Ford. The Amarok V6 TDI 550 Highline for example is \$60,490, about the same as the Ford, but with 165 kW and 550 Nm, creams it.

With the NRMA nowadays concentrating on projects like mobility solutions, electric car charging and clean air initiatives, and running other businesses such as Travelodge, Adventureworld travel, Thrifty rentals and Sydney Rivercats, whatever credibility they might have had on evaluating motor cars is disappearing fast.





and only a few watercoolers. Steve was worried that we were leaving a little too late and he was worried about parking at Stanwell Park. So he led the cars off at 9:45am.

Phil waited behind in case there were any late-comers and headed off in pursuit of the convoy at about 10:15, and caught up with the rest of the cars at Appin. Then they cruised down Bulli Pass, through Thirroul and along the coast road and seacliff bridge to Stanwell Park.

The beach was pretty crowded but there was plenty of parking and we even got the private little area at the top again.

Zelko had kindly volunteered to pick the club trailer, marquees and BBW from Bob Hickman and tow it to Stanwell Park behind his Ford ute. Martha and Craig put up

VW water-cooled Summer Run.

I recently went to our club's annual VW Summer Run. It was held on Sunday 20th January, from Liverpool to Stanwell Park beach.

Many of the VWs began from Uncle Leo's Caltex at Liverpool, but I went with Wayne straight to the beach. I was going to drive my Superbug through the National Park but I found I had a flat battery.

The weather was quite nice. None of the heatwave of the previous week. It was quite mild and plenty of cloud cover and a nice breeze.

From what Steve said, there were around 20 cars at Uncle Leo's. Most of them air-cooled Beetles and Kombis



the tent and set up everything in time for the convoy to arrive for lunch.

Everyone enjoyed the BBQ sausages and bread rolls and the cold drinks and the tent was busy all afternoon,

Most of us stayed and chatted and looked at the nice VWs. There were quite a few we hadn't seen before and it was good to catch up with friends we hadn't seen for a while.

Most of the VWs there were still air-cooled Beetles and Kombis, but some nice late model VWs also turned up a bit later. It was good to see Matt has fixed the grille on his Scirocco after he bent it a couple of years ago.

Some of us went for a walk down to the surf beach. They have built a really nice new kiosk and cafe with a big shady verandah. The paragliders were gliding down from the hilltop and landing on the beach. These seem to be the in-thing now, I didn't see any of the older triangular hang-glider style.



It was a really enjoyable day. Thank you to all the club members who helped to run the day, and to the VW drivers who came along.

Jeff Swords

Dean & Janine's story.

Sunday 20th January turned out to be Club VeeDub Sydney's annual trip to Stanwell Park for 2019.

The meeting place was at Uncle Leo's Diner at Casula, which saw roughly 50 VeeDub Heads congregate.

After a short catch up with other VeeDubbers it was soon time to leave. However, the person keeping time was about 15 minutes too early!!!!

Unfortunately, half the pack was broken up by lights changing, the front pack went Narellan Road exit to Appin while the back pack went Campbelltown Exit.

Campbelltown Exit appeared much more exciting when two VeeDubbers, a beetle and a rat Kombi (owned by yours truly), were pulled over by the local RBT.

Upon questioning, the Beetle owner mentioned we were in a Convoy Charity run to Raise money for Cancer. The police were quick to get us through and on our way.

Much to our surprise and appreciate the front of the back pack waited for us, so we could all Convoy to Appin together.

Once at Appin, we were all able to relay the RBT story and start to catch up with everyone again.

The time keeper, whose watch was running 15mins





early, soon rallied us all together again for a quick exit.

Once again the Convoy was split, but those left behind enjoyed their own Convoy down to Stanwell Park. It was obvious the VeeDubbers were in town when we took over most of the carpark and grass area.

The guys and gals had set up a fabulous bbq for us to devour with a gold coin donation.

While munching and drinking everyone was able to walk around and admire each other's VeeDub's and chat to outsiders who paid interest.

It's a great picnic day for everyone; singles, couples and families all to enjoy. There's plenty of chatting, relaxing, swimming, site seeing which includes watching the hang gliders land and another overall fun VeeDub Club Day.

The length of the day is determined by you, however we were one of the late ones who were still there chatting and relaxing at 5pm.

This is our third trip with Club VeeDub Sydney to Stanwell Park, we have enjoyed each and every trip. Well worth it.

Cheers

Dean and Janine

Australia Day CARNivale.

I recently went to the classic car show, held at Parramatta Park on Australia Day. You had to pre-book to attend this one.

We had to meet near the gates early and were guided to

our normal spot on the park opposite Old Government House. It was a good turnout of VWs, about 12 cars, but overall show numbers were down a lot on last year. The field was half empty.

It was a very very hot day and there was almost no shade. The council did not allow owners to put up shade tents. I think this kept a lot of classic car owners away.



It was too hot to stay with the cars, so we spent most of the day in the air-conditioned Westfield nearby.

This would be a good event if it was held at Easter, but it's too sunny and hot in January.

Jeff Swords

Australia Day at Glenbrook.

Here's an update from my own Australia Day celebrations.

This year I decided to show both cars at Glenbrook. After 3 years at CARNivale Parramatta, with no shade and inability to put up any shade protection, I decided that my local village was a better option given the practicality of the location, with lots of shade and a less congested show.

Also cars can leave at 3 pm, without a 1 hour gridlock (like at Parramatta) to get away.

The Glenbrook event is also the home of the annual world gnome exhibition, always a big draw card.

The organisers, Lower Mountains Rotary were disappointed that they invited 75 cars and only had 30 turn up. (Maybe too hot on the day?)

The carpark where my VWs were parked should have included 15 cars from the Austin club. Only 6 turned up.

The other clubs there this year were the Mustang club and the Australian Historic Motor Club, Blue Mountains Branch.



I have spoken to the organisers about Club VW doing a run and showing at this event next year. There would be room for up to 10 cars.

It's a great atmosphere with lots of food and craft stalls.


If there is interest from Club Members I will ask Rotary about availability for 2020. Cheers,

Carl Moll

MOTORISED CAMPERS

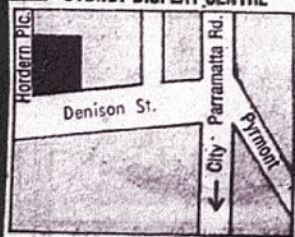
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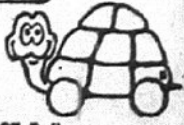


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Genuine Volkswagen Service.

If you drive a Volkswagen less than ten years old and think you can take it to an independent garage for service, you are kidding yourself.

Anyone can change oil and filters, but what happens if something else goes wrong? Even Volkswagens can have some very complex and expensive things go wrong.



Most independent garages, at this point, will tell you to take it to the Volkswagen dealership - and therefore washing their hands of the problem.

The mechanics that do try and fix them, often replace parts that don't need replacing, trying to diagnose problems.

It's not the mechanic's fault; newer Volkswagens can be very complex, hard to work on, with very little space to work. And let's not forget about the special tools, computer interface and software, and VW training.

All car companies have set it up that way.

Luckily new Volkswagens are very reliable and will



easily last ten years with normal servicing. But what about factory recalls?

New Volkswagens are very nice to drive but this comes at a cost, especially with DSG automatics.

If things do go wrong, complaints can be made to Volkswagen Australia and they can help immensely, but only if log books are stamped with Volkswagen service stamps. Fair enough.

Log book stamps by independent garages make it hard or impossible to take to Volkswagen for complaints.

So if you plan to keep your new Volkswagen, why not start building a relationship with your local dealership.

Make a special note to know everybody's name, from the service manager down to the person who worked on your car. That way you can call them by name next time.



Schedule servicing can be a little expensive but older cars can have 10,000 kilometre services, with inspections for problems for probably less than independent garages. All dealerships can service VWs built since the late 1980s, but probably not the air-cooled models.

If you can't afford to take a modern VW to the Volkswagen dealership, maybe you should drive an older VW - like me. But if you can, why not take your new Volkswagen to the dealer and look after it.

If you're unhappy with your local Volkswagen dealership, take your complaint to the boss of the dealership and tell them, overriding the service manager.

Volkswagen service is very good, and it's affordable. They can fix any modern Volkswagen, the first time every time and they are very good at diagnosing problems before starting on any work. They will also give a detailed quote for any extra repairs before you decide to proceed.

Ashley Day



Volkswagen TSI motors.

In my travels I have seen plenty of 1.4 and 2.0 TSI Volkswagens lying around with blown motors.

Volkswagen first designed these engines in the early 2000s, promising to maximize power from a smaller displacement while limiting fuel consumption. TSI engines are widespread across Volkswagen Passenger Cars, Audi, Skoda, SEAT and a few other applications, across VW's world markets including Australia.

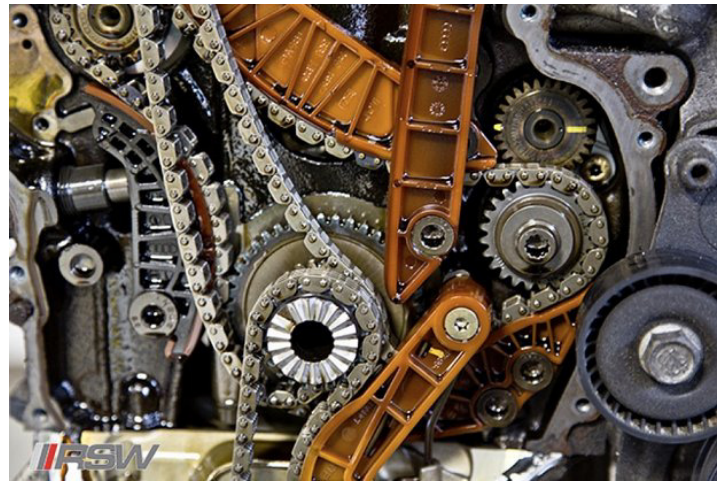


TSI engines combine what Volkswagen has learned from TDI diesel tech and FSI Fuel Stratified Injection engines. So TSI means 'turbo - stratified injection.' High specific torque is available from much lower revs and maintained at most rpms. This makes cars equipped with these engines livelier at lower revs, which in turn makes them more economical and cleaner.

The first principle behind the system is direct fuel injection. Volkswagen uses the latest injector technology to shoot the fuel directly into each of the cylinder's combustion chamber at higher pressures. This ensures less pumping losses and a more efficient combustion, thus increasing fuel economy.



The TSI engine combines direct injection with turbocharging - and in some cases even twin-charging, as some 1.4 TSI engines are equipped with both a supercharger and a turbocharger working together for better boost. The engine-driven supercharger operates at lower revs, with the



turbocharger powered by the exhaust gases joining in as engine speed rises.

Another important component for a successful TSI is an intercooler to reduce the temperature of the air coming into the engine and thus allow more of it to come in and reduce the possibility of detonation, or engine knocking.

TSI technology has allowed VW to 'downsize' across their range - 3-cylinder engines replace 4-cylinders; 1.2s replace 1.6s; 2.0 replace V6s; V6s replace V8s, and so on.

Volkswagen never stops inventing new technology to make their TSI engines competitive. The older 1.4 pioneered a new injector system with six fuel bores, while later engines have a better cooling system and Active Cylinder Management, which is basically an advanced form of cylinder deactivation.

Yet these motors, especially the twin-chargers, have gained a reputation for trouble and unreliability - and even blowing up completely, as I mentioned.

People I know have bought these cars and have blown the engine, even with low kilometres and full Volkswagen service.

A friend asked me - is there a problem with these motors?

Now I am no mechanic, so I'll try to keep this simple (like me).

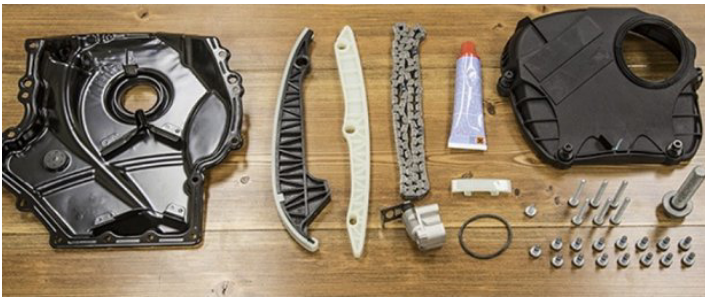
The problem is in the timing belt tensioner.

Cars built before 2013 had tensioner problems.

When the tensioner fails, the belt skips a tooth and it's all over for your TSI.

Cars built before 2013 can have newer revised tensioners fitted, and it will take your mechanic about a day to install, which I strongly recommend you do if you own one of these cars.





Normally I try to write happy stories about Volkswagens, but this isn't the case this time. I personally wouldn't go anywhere near a pre-2013 TSI Volkswagen, not even if it has revised tensioners. Sorry to anyone who might own one.

Ashley Day

Brake Fluid.

A good rule of thumb is to have your brakes flushed about every 50,000 km or so.

Brake flushing involves removing all the brake fluid from the system and getting all-new, clean fluid inside.

Brake bleeding means just removing enough fluid to get air bubbles out of brake lines.

Changing brake fluid can be a slippery subject.

Volkswagen says that a brake fluid flush should be done on most of its models every two years, regardless of



kilometres. Brake fluid can go bad.

Brake fluid absorbs moisture, which reduces its performance.

People rarely change their brake fluid before it goes bad.

Brake fluid has hygroscopic properties - which means that it absorbs moisture during its life in your car through the pipes, hoses and joints that it lubricates. The boiling point can be significantly reduced by water contamination, which will have a negative effect on your braking ability.

Plus, moisture will cause corrosion of the master and wheel cylinders or brake callipers, and eventually cause a





leak.

Dirty fluid is also bad. If brake fluid gets dirty, it's going to contain too much moisture and needs to be changed.

Luckily it's an easy job, as long as you have someone to pump the brake pedal while you pump out old fluid.

If you have ever bled the brakes on an old car, it's the



same procedure for newer cars. Just remember to do the left rear first - it's the furthest away from the master cylinder. Then go right rear, left front, then right front.

You can buy a tool to suck new fluid through, but the old ways are still the best.

You might need to drive your car up onto some pavers to give it a bit more height so you can get the trolley jack onto the front cross-member.

If you are competent and capable enough to do this job yourself, you could save a couple of hundred dollars. But if not, arrange to have it done by your mechanic at the next service, if it's overdue.

Ashley Day



THIRSTY?

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Changing face of car market.

The Sydney Morning Herald, Monday 31 January 1966

Note: 1964 had been Volkswagen's biggest selling year. However with a turnover of around 35,000 vehicles a year, the Australian factory could not afford to incorporate all the European annual improvements and was essentially 'locked' into making the 1961-62 model.

This newspaper article documents the start of VW's steady decline in Australia from 1964, to the point where full local manufacturing ended in 1968. Australian assembly ended in 1977. - Ed.

These two graphs follow the fortunes of Australia's five leading model cars during 1964 and 1965.

The graph on the left shows total sales and the graph on the right shows the varying market percentages. Morris includes all Mini models and the Morris 1100, and Volkswagen includes both the 1200 and 1500 models.

HOLDEN: The sales graph shows that Holden sales have fallen since reaching the very high peak of 8,196 units in March 1965, after the HD model was released.

The market percentage graph shows that after a slight decline from December 1963, Holden regained its market percentage of that month in March 1965 (33.7 per cent) with the release of the HD. However, its market percentage has since declined to its lowest in some time - 25.6 per cent last November.

MORRIS: Sales of the various Morris cars jumped out of the doldrums when BMC introduced its front-wheel-drive Mini. Despite its slight ups and downs during the past two years, Morris has improved its position slightly, jumping from 13.3 per cent in December 1963, to 14.5 per cent in November 1965. The new Mini Deluxe has proved a big seller for BMC.

VALIANT: The Chrysler Valiant has shown the most

consistent rise of the five during 1964 and 1965. Sales have increased from 1,377 in December 1963, to 2,191 in November 1965 - a rise from 7 per cent to 11.2 per cent of the total new car market. The graphs show that Valiant overtook Falcon last November as Australia's second-best selling individual model.

FALCON: Falcon sales began to rise about June 1964, and received a tremendous boost with the release of the 1965 XP model. Its percentage of the market rose to 11.6 per cent in June 1965, but by last November had settled back to its December 1963 level of around 10.4 per cent. Its market percentage dropped below 9 per cent in the June 1964 to March 1965 period.

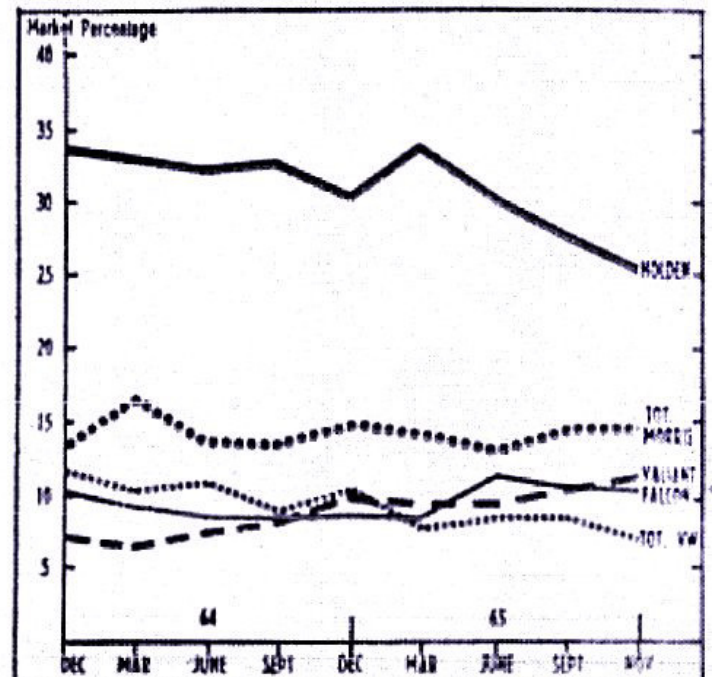
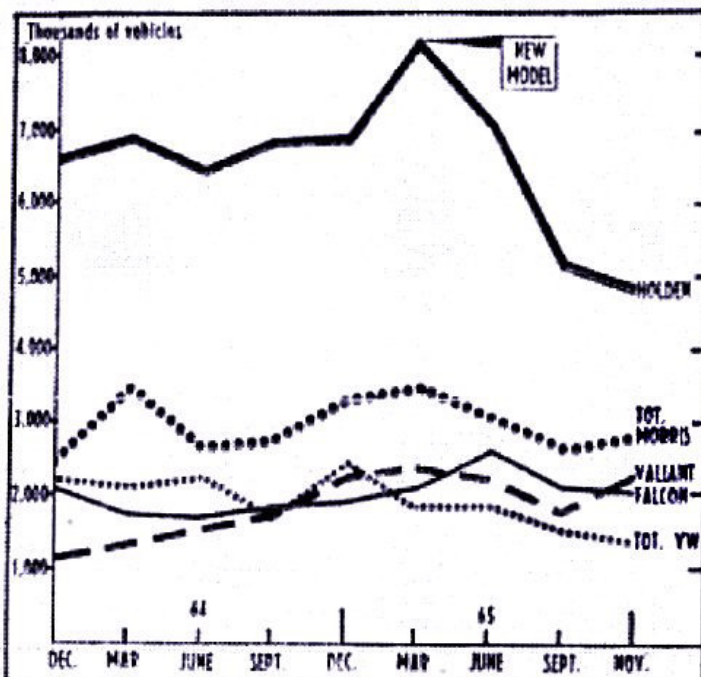
VOLKSWAGEN: Volkswagen sales and market share have suffered a serious decline during the past two years. Sales in December 1963 were 2,278 units (11.6 per cent of the market), and in November 1965 were 1,366 units (7 per cent). The company had a temporary recovery in December 1964, when sales reached 2,317 units, or 10.3 per cent of the market.

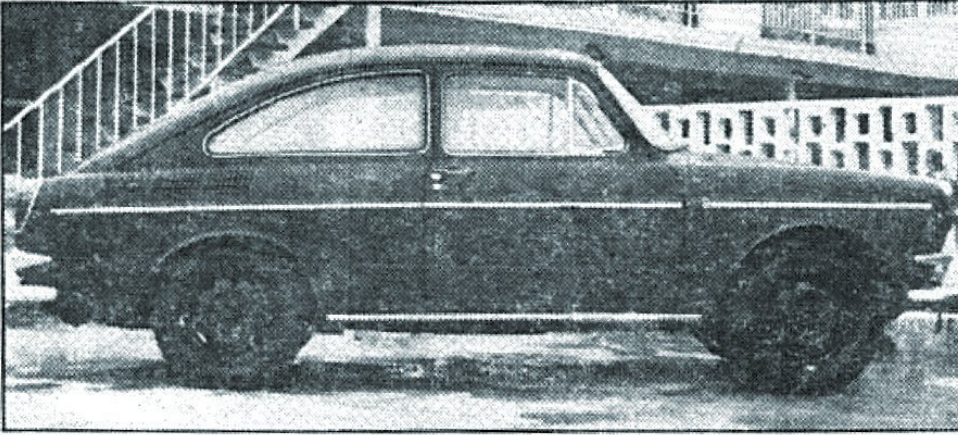
Two new Volkswagen models will be released in Australia shortly - possibly by March. They are the 1300cc 'Beetle' and the 1600cc TL fastback coupe. Both models were released in Germany last August. The new models are being released here earlier than first thought, probably in a bid to stem the decline of VW sales evident over the past couple of years. A VW spokesman said in Melbourne that the new models would be released after existing stocks were sold.

In the past two years the VW has slipped from being Australia's third-best selling model to its sixth.

CORTINA: The Cortina is not shown on the graphs, but it is worth mentioning because it replaced the Volkswagen (both models) last November as our fifth-best selling model. Cortina sales have almost doubled in the past two years - from 778 in December 1963, to 1,434 last November. This represents a rapid growth in market percentage from a 4 per cent to a 7.4 per cent, a feat greatly assisted by the Cortina's continuing success in the Armstrong 500.

Harvey Grennan, Motoring Editor





The new Volkswagen fastback 1600TL, on show in New Zealand recently. So far Volkswagen have announced no plans to sell the model in Australia.

NZ interest in VW fastback.

The Sun-Herald, Sunday 20 February 1966

Last month while in New Zealand, I was able to arrange a short drive of the most revolutionary Volkswagen ever - the fastback 1600TL.

In New Zealand, this car hardly drew any attention, for almost all of the exotic makes reach this country, even if only in singles or in pairs.

In contrast, Australian manufacturers or distributors do not encourage importation of models that are not on sale regularly.

They feel it creates a demand from people for cars they cannot have, and can cause poor public relations if spare parts are needed after an accident or breakdown.

But in New Zealand, provided you have overseas funds, you can have a car from anywhere in the world.

So far Volkswagen have announced no plans of selling the 1600TL in Australia, either as a fully imported or under local assembly.

The company is working all-out to achieve 95 per cent local content with the smaller 'beetle' VW, and newer models would only make this achievement further away.

Actually, the 1600TL has only a few body panels that are different from the 1500S sedan model, which is expected to continue selling here for some time.

To me the 1600TL interior seemed almost the same as the 1500S.

But on performance it is superior, giving a top speed of 90 miles per hour (145 km/h) from its 1584cc engine, which develops 65 brake horsepower on a compression ratio of 7.7 to 1.

It has generous headroom and bucket seats, with a floor gear change and chromed control knobs.

The arm-rests have a special aperture for the fingers, making it much easier to close the quiet-closing doors.

The heating knob is fitted underneath the front parcel tray and can be worked to either side of the car.

Price of the 1600TL is expected to put it in a higher bracket than the 1500S if imported here.

Footnote: Racing car insurance specialist Mr Rod Blair arrived at Warwick Farm races last Sunday in a 1600TL, first of these vehicles to be imported into Australia by a private owner.

Yet Volkswagen still say officially they do not have any TLs at their Melbourne factory.

Clyde Hodgins

Road test of fastback VW.

The Sun-Herald, Sunday 10 April 1966

This week I drove the first of the Australian-assembled VW1600 'TS' models to be registered in NSW.

It scored well on looks, and created more interest than any other vehicle I have driven for a long time.

The fastback styling is a real eye-pleaser. It does not cut into the headroom in the rear seat - the car being a full four-seater (with five for short journeys).

Boot space is good, with a full 16 cu ft (455 litres) when both front and rear luggage compartments are added together.

But I was disappointed that the comfortable bucket seats are not fully reclining as expected in this sports saloon type of car.

Trials enthusiasts will miss the front wheel disc brakes (as on the imported TL models) along with safety door catches and opening side windows in the rear compartment.

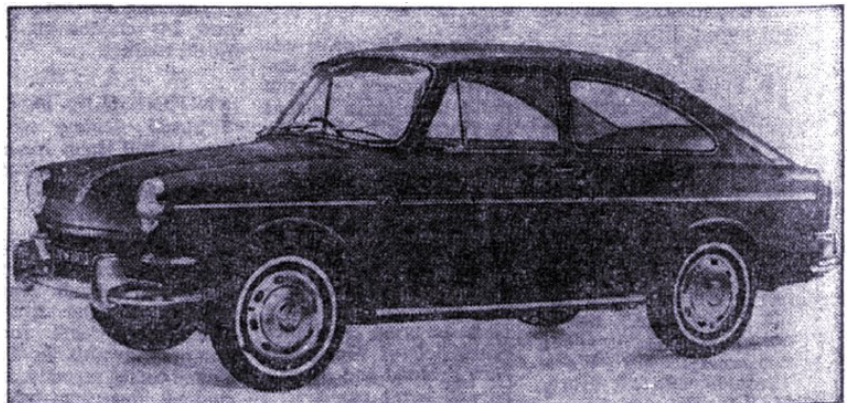
My car had 55 miles (89 km) on the clock, and was very stiff although it seemed to go better after 200 miles (320 km).

Though VW models are supposed to be fully run-in before delivery, I did not like to thrash the new car through all-out acceleration tests.

But I believe it will do better than four seconds to 30 mph (48 km/h), around 11 sec to 50 (80 km/h) and to 60 (98 km/h) in under 17 sec.

Top speed should be over 90 (145 km/h), though the conservative German VW factory sets this at 84 (135 km/h).

Clyde Hodgins



The VW 1600 fastback is an eye-pleaser.



VWs not sold here #11: Volkswagen Touran.

Historically, the Touran MPV has been a huge success story for Volkswagen, with over 1.9 million having found homes worldwide since it first appeared in 2003.

That first-generation Touran was based on the Mk5 Golf and was VW's first small MPV ('multi-purpose vehicle'). It was designed to fill a gap in VW's people-mover line-up, sitting under the larger Sharan and Transporter-based Microbuses.

The Touran was intended for primarily for the European and UK market. In Japan the car is called Golf Touran. It has never been sold in North America, nor in Australia, where the local VW importers use people-mover versions of the Caddy for this market segment.

The Touran was facelifted in 2006 with a Passat-style grille and became the first Volkswagen model to be equipped with Park Assist.

Another more extensive facelift was done in 2010, basing the Touran on the Mk6 Golf platform, improving the aerodynamics and sharpening the styling to make it look more like a Golf. Many of the engines were downsized to improve fuel economy.

The all-new second generation Touran was introduced at the 2015 Geneva Motor Show. It now uses the Volkswagen Group MQB platform and offers increased cabin space, four new engines with 19% less fuel consumption, and an array of new advanced driver-assistance systems and infotainment options.

But as the worldwide popularity of SUVs continues to gain momentum, MPV sales have taken a hit, even in Europe, despite this latest-generation Touran being among the best cars of this type.

Its competition is becoming rarer by the minute, but includes the Citroen Grand C4 Picasso, Ford Grand C-Max and Vauxhall Zafira Tourer. There also Asian alternatives such as the Toyota Verso, Nissan Almera and Kia Carens.

This generation of Touran is larger, lighter, more efficient and loaded with more kit than ever before.

Very much geared to family life, the Touran comes with

seven seats as standard and, thanks to a growth spurt over the previous version, offers more space inside with more luggage capacity too.

The second and third rows and the front passenger backrest can be collapsed to create a flat floor without having to remove the seats, making for one very long load-through space.

The Touran's boot is absolutely huge.

With five seats in place there's up to 917 litres of boot room on offer, and this grows to a van-like 1,857 litres when both rear seat rows are folded flat. The Touran is one seriously practical car.

There are up to 47 storage compartments throughout the car, including large door bins, cupholders, folding tray tables and sliding drawers

under the front seats.

You can also fit three Isofix child seats next to each other in the second row, and there are mounts for two in the back seats.

Economical and powerful engines

For our UK market there are five engines available to choose from, all of which will have four cylinders, turbocharging, and stop/start technology. The petrol units are 1.2- and 1.4-litres in size, while the diesel line-up features a 1.6-litre and two 2.0-litre powerplants. All engines are four-cylinder turbocharged units and comply with stringent Euro6 legislation, coming with either manual or automatic gearboxes depending on spec.

While this Touran is larger than its predecessor, it is also lighter by up to 67 kg, which makes for better fuel consumption. Fitted with BlueMotion fuel-saving technology, the 86 kW 1.6-litre diesel has a claimed economy of 4.3 L/100 km, while the 112 kW 1.4-litre petrol promises 5.7 L/100 km.

You were initially able to buy the Volkswagen Touran in four trims; S, SE, SE Family and SEL, with R-Line added in 2016.

Even as standard it comes with plenty of practical features and modern-day tech including DAB radio, Bluetooth and air-con. Moving up trim levels gained access to other luxuries like parking sensors, a panoramic sunroof, sat-nav and App Connect - which includes smartphone integration into the car via Apple CarPlay, MirrorLink or Android Auto.

There's a raft of driver assistance and safety features included as standard or optionally at extra cost, such as adaptive cruise control, Front Assist with City Emergency Braking (provides automatic braking in slow moving traffic when it detects stationary cars and the driver takes no action), Traffic Jam Assist and Side Assist with Rear Traffic Alert.

R-Line trim adds a bodykit and 18-inch alloy wheels over other models. Inside there's special R-Line branded sports seats, a black roof lining and a leather-trimmed multifunction steering wheel.

R-Line is available with either 1.4-litre petrol or 2.0-litre petrol or diesels, and manual or automatic gearboxes.

If you're thinking of towing a caravan or trailer, the



Touran can tow up to 2,000 kg. Also available as an option is the Trailer Assist system which helps make manoeuvring into parking spaces much easier.

The petrol range starts with a 1.2-litre TSI unit with 82 kW and 175 Nm of torque between 1,400 and 4,000rpm. Available with a six-speed manual gearbox only, this engine allows the Touran to accelerate from 0-100 km/h in 11.3 seconds and can travel up to a top speed of 188 km/h.

Although the figures here are a little underwhelming, we found the 1.2-litre very capable in urban environments with enough pull to make decent progress on slip roads and away from the lights. On the motorway the engine strains a little when accelerating past 100 km/h, although when cruising it proves smooth and refined.

The second petrol choice is a 1.4-litre TSI powertrain. It offers 112 kW and 250 Nm of torque which helps the car to sprint from 0-100 km/h in just under nine seconds and can climb to speeds up to 209 km/h. You can also specify this engine with Volkswagen's excellent seven-speed DSG auto gearbox.

There are three diesel choices in the Touran line-up to consider. The first is a 1.6-litre that offers 86 kW and 250 Nm of torque. You can opt for the six-speed manual gearbox or the seven-speed DSG automatic for a premium.

Although a little on the noisy side, the 1.6-litre diesel engine is refined and smooth with enough torque to pull the car to motorway speeds on slip roads - only on steeper hills did the engine begin to strain and you needed to change down a gear or two to get enough power.

The 0-100 km/h sprint is achieved in a leisurely 11.9 seconds and the automatic gearbox proves well-matched to the engine, with near seamless gear changes.

This is the pick of the bunch in terms of running costs too with a combined fuel economy of 4.6 L/100 km (4.3 L for the automatic) and CO2 emissions as low as 112 g/km.

If you're looking for more power, the 2.0-litre diesel option should fit the bill. With 112 kW and 340 Nm of torque, the 0-100 km/h sprint is achieved in under 10 seconds and the car can reach a top speed of 208 km/h.

With a choice of gearboxes, this engine is smooth and refined and excellent when cruising on the motorway. The engine noise is quieter than the 1.6 and also won't leave you too penalised in terms of running costs, with a combined fuel economy figure of 4.6 L/100 km (4.7 L for the DSG) and CO2 emissions from 119 g/km.

The third and final diesel choice is a 142 kW 2.0-litre unit which is available exclusively with a DSG gearbox on

higher-spec Touran models.

This engine and gearbox combination works very well indeed, with sufficient acceleration for all situations and very smooth gearshifts. Whether or not you can justify its extra cost relative to the rest of the line-up is another matter, though.

Living with the Touran

Out on the road the Volkswagen Touran is a competent and good all-round performer and is both comfortable on the motorway and at ease in urban environments. The car is easy to drive and the steering is well-weighted, yet not too heavy for easy parking.

The optional drive modes enable you to adapt the throttle and steering setup for a more engaged drive, though, which helps somewhat, via Eco, Normal and Sport.

With 62 kg shed over the previous generation, it's more agile on the road as a result. Sporty handling is not what the Touran is all about though; as a family car that offers comfortable and stress-free driving, it firmly ticks the box.

There's a little body roll produced in the corners and there's plenty of grip on offer which keeps the car stable and secure on the road. That's because the suspension is a little on the soft side - especially felt by those in the second and third rows - but it does a good job of soaking up potholes and bumps in the road.

Slip behind the wheel of the Volkswagen Touran and you'll be greeted by a functional and well put-together interior. It's not the most exciting or luxurious cabin you will ever sit in, but the materials are durable and if you move up equipment grades, more detailing is introduced which brightens things up a bit.

The Touran's dash has been designed with a driver-orientated layout and the centre console is easy to navigate around. If you've driven any contemporary Volkswagen cars you'll be in familiar territory here.

It's simple to find a good seating position and visibility is good thanks to the elevated seating position. The materials used around the cabin are of good quality and look easy to clean, which should withstand most of what family life has to throw at it.

Connectivity is an important part of today's world and the Touran comes equipped with all the latest technology.

This includes Android Auto, Apple CarPlay and MirrorLink systems, and the USB is also usefully located for charging your smartphone. There are a number of power sockets around the car so other passengers can charge their





The Touran is longer than the model it replaced and as a result interior space has improved. Headroom is especially good throughout and the suspension does a good job of soaking up bumps in the road, although in the third row it can get a bit bouncy over speed humps.

For those in the front, the seats are comfortable and supportive and feature a higher seating position, the second row of seats can slide back and forth individually and the backrest can be reclined too for a more relaxing position. Heated rear seats are also available as an option.

Conclusion

The VW Touran is an impressive package in a world where fewer people than ever want to buy one. As the appeal of SUVs and 4x4s grows, so the market for the humble people-carrier has dropped accordingly. We think that's a shame, because it comes out on top when compared to many of today's more popular models.

WhatCar! UK

The Toy Department.

Some exciting news this month with Matchbox's release of its 50th anniversary of the superfast collection.

The release includes two German models a T1 1959 VW bus and a 1962 Mercedes Benz 220SE. The T1 is very similar to the 2000 Matchbox release also in white over red. What's exciting about this is that Matchbox have released these with opening doors and come in limited edition display packaging.



I haven't opened mine yet but it will be interesting to see how the doors function.

It's been a while since Matchbox released diecast models with opening doors in fact the last VW Bus would have been the green Caravette which was numbered 34b last made in 1962 and superseded the 34a in silver low and high top versions.

In the standard road trip series called labelled opening doors we also have a nice Type 3 fast back which is release from the original version that came out during the period 1967 – 1969 in red and in 1970 purple and pink.

devices on the move. You can also fasten tablets on the front headrests.

There are several power sources littered around the cabin and the USB port in the front is conveniently located.

Three-zone automatic climate control system is an option too, which includes filtering technology designed to stop allergens like pollen from entering the cabin.

The cabin is light and airy, even more so if you opt for the panoramic sunroof and wind and road noise is kept to a minimum thanks to the good overall sound insulation.

The steering wheel is easily adjusted too and mounted with controls and the trip computer displays all of the essential information for the driver.

The VW Touran is a very comfortable car.

Whichever trim you decide to buy, there will be a range of comfort features on offer designed to make life easier when out on the road like air-con, heated seats, blinds for the rear windows, a cooled glovebox and automatic wipers and lights.

There are bigger, more spacious seven-seaters available to buy if you're planning to use all seven seats regularly, such as the SEAT Alhambra, Ford S-Max and the Touran's sister car, the larger VW Sharan.

That said, because of the individual seat adjustment on offer you will be able to easily accommodate a mix of adults and children over longer journeys for legroom, although the third row is more suited to children or young teenagers.





reasons with small parts coming apart and the likely risk of being a choking hazard and cost of production at the time would have also been a consideration.

This time they have taken care of things with the packaging clearly stating not suitable for children under 3 years of age.

By the time 1970 came along super fast models like this No 23 T2a had already non opening doors but a roof that was able to be raised on one side like a true Dormobile.

The most obvious reasons for suspending these functional models in the 60's was mainly to due to safety



Today even some of these past models are still turning up with missing doors and still these doors are available to purchase on line for restorations.

Any way here we are almost 57 years later and what a pleasure it is to see Matchbox make this new exciting release. So for now we await delivery of this Matchbox release onto our shores and if you can't wait there is always on line purchases from abroad just watch the shipping and import costs!!

Happy collecting

Tony Bezzina

1975 Hardie-Ferodo 1000.

The 1975 Hardie-Ferodo 1000 was the 16th running of the Bathurst touring car race - counting the first three held at Phillip Island. The event for Group C touring cars was held at the Mount Panorama Circuit on Sunday 5 October 1975. The race was also Round 3 of the 1975 Australian Manufacturers' Championship.

Once again the race was made up of four classes, with same cut-offs as the last two years.

Class A was the smallest class, for cars under 1300cc engine capacity. It was made up of Alfa Romeo GT Junior, Datsun 1200, Ford Escort, Honda Civic, Mazda 1300, Morris Cooper S, Toyota Corolla - and a **Volkswagen Passat 1300**. There were 13 cars entered in this class.

In 1974 a 1500 TS Passat had been entered in Class B (under 2-litres) but it gave away 500cc and was down on speed compared with its 2-litre competition such as the Ford Escort and Alfa 2000 GTV, and it eventually failed to finish after being pushed hard to keep up. Instead, this time Lennox Motors Parramatta entered a lower-spec Passat 1300 in the bottom Class A for up to 1300cc, driven by Chris Heyer and Barry Allen. This time it would have no capacity disadvantage; and with 69 bhp it would be competitive against the Ford Escort (65 bhp) and Honda Civic (65 bhp) and Datsun 1200 (69 bhp). Only the Toyota (73 bhp), Mini Cooper S (75 bhp), Mazda (81 bhp) and Alfa (89 bhp) had more power.

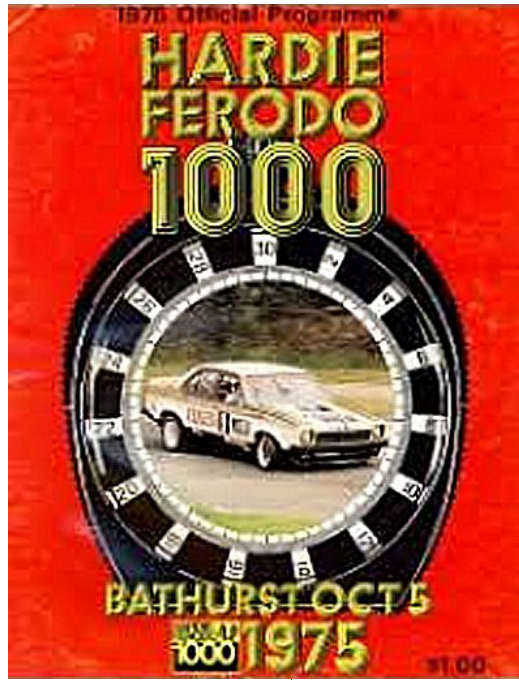
Class B was for cars under 2.0-litres and saw a mix of Alfa Romeo 2000 GTV, BMW 2002, Ford Escort RS2000, Mazda RX-3 and Triumph Dolomite. These were all high-performance cars with well over 120 bhp, and the eligible VWs - the 1600 Superbug with 60 bhp and the 1500 TS Passat with 98 bhp - would not have been competitive - as last year showed. The 1.9-litre Audi 100GL with 129 bhp would have been a good contender, but unfortunately no one chose to enter one. There were 16 cars in this class.

Class C was for under 3.0-litre cars and featured Datsun 260Z, Ford Capri, Mazda RX-3 and Mercedes-Benz 280E. There were 13 cars in this class.

Class D, for the big cars over 3.0 litres, was the main interest for the press and public alike. It consisted only of the Ford Falcon XB GT hardtop, and the Holden Torana in both 6-cylinder LJ-XU1 and L34 V8 versions. With 18 cars it was the biggest class in the race.

Even before the 1975 race started, there was a raging controversy about the future of the event following the announcement by the race organisers, the Australian Racing Drivers Club, of their intention to restrict the race to 3-litre cars in 1976. For 1975, the prize money was to be heavily biased towards the classes rather than outright placings, to be followed by the complete scrapping of the big cars in 1976.

An ARDC official was reported to have said: "It's a



race for cars, not drivers, and if Moffat or Goss didn't start I don't think it would be a great loss." This statement was shouted down with some ferocity by motor sport fans and participants, and the idea was quickly dropped, but it left a bad taste in the mouths of the teams and drivers.

By the time 1975 rolled around, Peter Brock was gone from the Holden Dealer Team. Chafing a little from the iron rules of Harry Firth, who insisted that everything be done his way, seldom gave reasons for decisions, answered few questions, and sometimes treated his team like school-kids, Brock decided he wanted to go out and test the water for himself. His plans included overseas racing - taking a BMW to Le Mans. He put together sufficient sponsorship, including a large lump of Bridgestone money, and tied in with the Melbourne

car preparation wizards Norm Gown and Bruce Hindhaugh to develop the L34 Torana for a one-car Bathurst attack.

But through the year the Toranas were still a worry on endurance, while the Falcons - although with little or no factory support - were proving at least reliable, if not as quick. And it was becoming obvious that the cost of getting to the line in October was rising dramatically. The total entry was down to 70.

There was only one HDT Torana - for Colin Bond and Brock's replacement, the brilliant South Australian open-wheeler driver John Walker. Brock had his 1974 driver, the chatty Melbourne engine-builder Brian Sampson, with him in the yellow Gown-Hindhaugh car; Sampson, who first drove in the enduro at Phillip Island, before 1974 had been at Bathurst mostly in small Toyotas, was an ideal co-driver for Brock, who insists on a partner who doesn't have to match his lap times, but who can stroke the car around and bring it back as good as new. Brock a few weeks before had won the Sandown enduro in this car, and looked good all day long.

There were 13 Torana L34s in Class D, and only three Falcons, plus three XU-1s. Les Grose and Doug Chivas in an L34 missed the boat, so 18 cars would eventually start. The three Falcons were virtually the same as last year - John Goss and Kevin Bartlett, only this year not running for McLeod Ford but for John Goss Racing, the rising costs of Group C proving too much for Max McLeod despite his business being one of Australia's largest Ford dealers; Murray Carter/Ray Winter; and Moffat with Ian Geoghegan back in last year's failed Brut-33 'Project B52' Falcon, now rebuilt and painted in International Harvester red and gold. It looked fabulous.

Arguably, the heavy talent and the odds were with the Toranas. Max Wright Motors had Bob Skelton/Ron Dickson; Bob Forbes was with Wayne Negus again; Ron Hodgson teamed Bob Morris with Frank Gardner. Craven Mild Racing had Allan Grice and Jim Hunter; Queenslander Charlie O'Brien was partnering Graham Ryan; New Zealanders Jim Richards and Rod Coppins were back; and Peter Janson was with John Harvey.

The fragility of most newer, more highly modified cars, and doubts about their ability to stand up to 1000 km of

hard racing - given the now-customary first 100 km of sprint madness - was on everyone's minds when they came to Bathurst. In absolutely beautiful spring weather, the first practice sessions saw slower times than the fastest 1974 lap of 2:29.8 as crews spent a lot of time checking and testing and measuring each other's strengths. Only near the end of the last session did everyone get serious, with Bond clocking 2:27.4 in the last few laps to steal pole from Moffat's 2:27.5, with Brock third fastest on 2:28.6, Gardner 2:31.8, Dickson 2:32.9, Grice 2:32.1, Carter 2:32.9 and Richards 2:33.4. John Goss' Falcon was showing the strain put on his race team by trying to keep both his Matich formula car and the Falcon race-worthy, and their best was a 2:33.6, the car trailing wisps of blue smoke everywhere.

As the cars came back from their warm-up lap, Goss, O'Brien, Moffat, McRae, Negus and Gardner pulled into pit lane for final fuel top-up, with the crew actually pushing Moffat's Falcon to its spot on the front row to conserve the last litre of petrol.

And so the Australian flag dropped. Carter made a superlative start, jamming his Falcon into fifth at the first corner behind Bond, Moffat, Brock and Gardner, and getting past Gardner into fourth by the Cutting. On lap two Moffat came down into Murrays alongside Bond, but couldn't get by, and Grice and Gardner had eased off the pace. On lap three



the red Falcon was in the lead, and Skelton was in the pits to get a new fan belt fitted. Goss lasted only 10 laps, arriving sideways at Murrays as the engine blew and dumped oil over the rear tyres and the track. One of three Falcons out.

Moffat was still leading Bond from Brock, who in accordance with the Gown-Hindhaugh race plan had elected to back off a little after the first dozen laps to conserve the car. Some of the others should have profited from his example. Charlie O'Brien's car started smoking badly and missing, and Murray Carter dropped from fourth when he came in with a blown oil hose. The crew by-passed the oil cooler and sent him out again, but eventually his Falcon was parked on Mountain Straight with a dead engine. Two Falcons gone.

By lap 30 the gap from Moffat in the last Falcon to Bond was seven seconds, with 26 seconds back to Brock. By lap 35 the routine pit stops had started, Brock coming in first to be sent out in one minute 51 seconds when a fuel churn proved faulty, while Firth got Bond in and out in 1:24. Grice's Craven Mild car arrived with a smashed grille and headlight, signs of a miscue somewhere, but went out again. The Gardner hand-over to Morris was a dreadfully long affair, and then Moffat came in to take on fuel, four new tyres, and put Geoghegan at the wheel, in and out in just under two minutes.



As they settled down again it was business as before, Bond leading Geoghegan, Brock, Grice, Negus, Morris, McRae and Richards. But on lap 42 Grice found himself involved in the braking problems of an Alfa at the bottom of



Conrod. In the resultant tangle he bounced off the fence and leapt up the bank on the inside of the corner, stopping against a fence post. His race was over.

And the trouble was beginning for the red Moffat car. Geoghegan was starting to slow, as oil started leaking from the gearbox and manifesting itself as a smoke trail. Negus was now up to fourth, and still hadn't stopped for fuel. Forbes had equipped it with four SU carburetors in place of the usual twin Webers, and his game plan was for a careful, steady drive with only two stops. But on lap 55 the best laid plans of mice and men went wrong and the car ran out of fuel coming down the hill. Negus managed to coast it home, but dropped half a lap in the process, getting back into the race in eighth place.

On lap 69 the hapless McRae brothers were out, their Torana blowing an engine, and Brock had got past Geoghegan into second place. Then the second round of pit stops started, and this time Brock had a beauty, sending Sampson away in just 1:50 with a new right hand front tyre. Bond took almost three minutes to get three new tyres fitted and put Walker in the chair, with the hot engine refusing to start for quite a time. But the greatest alarm was in the Moffat pits. Pete Geoghegan brought the car in and the mechanics spent almost six minutes bleeding the brakes, checking the gearbox leak, and ripping off the front spoiler. When they told him to go they had an air jack jammed under the car.

One lap later Geoghegan trundled it back in again, and it was sent to the back of the pits for a gearbox change. Then Walker came in with the MHD car, complaining of strange handling, and after a four-minute check he was sent out again, to come back in after one lap to put the car behind the pits for a rear axle changeover. Sampson was in front.

The Morris/Gardner car was circulating steadily according to plan, but the Slako Torana was dying, eventually to stop near Carter's Falcon, the Pollard car kept coming in for water, and the American Express XU-1 of Adams/Stevens, after two flat tyres and a biff on the Forrest's Elbow bank, finally broke its gearbox.

Geoghegan finally drove the red Falcon back out into the race after

losing 20 laps, as Morris got by Sampson into the lead. They held it for 17 laps, but lost it when their pit stop was slower than the Sampson-Brock handover. But the Toranas kept dropping like flies. Both Coppins and Forbes went behind the pits to get new gearboxes, and Saker's car blew up when fourth, letting Seton's 3-litre Capri into that spot. Bond was out again, but came in to have a cracked disc replaced. Janson was losing water.

Then the last Falcon succumbed as on lap 109 Moffat, who had taken back over from Geoghegan, came in with a broken control arm. Moffat had some savage things to say to the TV camera about the idiocy of refusing such fast heavy cars to run modified suspension.



Only the Morris/Gardner car was running cleanly behind the sweet-as-a-nut Brock/Sampson L34. Everybody else was having problems ... Janson was overheating ... Bond arrived at Hell Corner with no brakes and had to spin the car... Janson then blew the diff... Coppins/Richards' car was losing water ... Pollard broke a top wishbone ... and finally, the Morris/Gardner camp demonstrated a bad piece of judgment when eight laps from the end Morris had to stop to hand over to Gardner to avoid exceeding his time limit.

Five laps later the Channel Seven car ran out of brakes, and the rest of the class/outright field limped home behind a victorious Brock, who cruised around on his last lap to the roar of the crowd on the mountain, causally waving to them



through his open side window. It was a win in easy style for Brock. Morris/Gardner were second in the Ron Hodgson L34, two laps behind Brock, and the Bond/Walker MHDt car third, seven laps further back. Only eight Class D cars finished out of 18, and 34 from 60 overall. The MHDt car was initially disqualified for an alleged inlet manifold modification, but was later restored on appeal.

But how did the Passat go? The fastest qualifiers in Class A were three Mini-Coopers, followed by the Evans/Stewart five-speed Datsun 1200, then the VW Passat, and the best of the Honda Civics.

From the start, the Passat was actually up second place behind the Lord Mini when the field got through Hell Corner, followed by Lander, Evans, Wells, McGinley, Crowther, Molloy and the rest.

After six laps, Caroline O'Shanesy brought in the second Orange City Motors Mini with a water leak, but their third car, in the hands of Lander, had got past Lord into the class lead. But on lap 10 the Passat amazed everyone by passing Lander and staying there in the class lead for four laps until the Mini re-asserted itself. However, on lap 17 the Passat came in with some mysterious ailment that dropped it back to last in the class. It finally stopped for good on lap 57 with a camshaft failure.

Unfortunately we haven't been able to find a decent picture of the #67 Volkswagen Passat. There is no photo in the autopics.com.au database and it didn't get a photo (or even a mention) in the Sydney newspapers. The only shot we have is from the Channel 7 colour TV footage of the start, where you can just see the Passat going up mountain straight for the first time (see the shot on page 37) - here's the blow-up.



Class A was eventually won by the Mini Cooper S of Peter Lander/Bob Martin with 140 laps, followed by the Datsun 1200 of Bill Evans/Bruce Stewart a lap behind, and the Mini Cooper S of Terry Wade/John Dellaca in third, three laps further back.



Class B was won by the Alfa 2000 GTV of Marie-Claude Beaumont/John Leffler with 150 laps, followed by the Ford Escort RS2000 of John Bassett/Eric Boord a lap behind, and the Triumph Dolomite Sprint of James Laing-Peach/Graham Moore four laps further back.

Class C was won convincingly by the Mazda RX3 of Don Holland/Hiroshi Fushida with 151 laps, fifth outright behind the four L34 Toranas. The second-placed Mazda RX3 of Ray Harrison/Craig Bradtke was a distant twelve laps behind, just in front of the third-placed Ford Capri V6 of Barry Seton/Don Smith.



For Brock and Sampson, it was an immensely-satisfying win and it proved Brock could win with or without the Holden Dealer Team. HDT boss Harry Firth had been disappointed at losing Brock, but understood the reasons. Sampson, adding a Bathurst win to his long list of successes in open-wheeler racing, had done a first-class job to keep up his end of the carefully-laid team plan.

Brock said afterwards: "He was the perfect co-driver. He went out at what was a crucial point in our race tactics, held the car in position, kept it together, and handed it back to me running just as well as it had been when I left it. I couldn't ask for more." Sampson, then a young-looking 40, said for his part: "Brock is so smooth and so good and so easy on the car that you have to really try hard to be the same way."

Be kind to VWs.

VW Club of NSW 'The Wageneer', April 1974

(To non VW owners - and apologies to VWA)

In the years of driving a Volkswagen 1200, I have learned one thing for sure. If you have a 250-hp GTR HO that goes from zero to sixty in nine seconds, or if you climb Bulli Pass at 60 mph (100 km/h) with the windows rolled up and the air conditioner blowing, you do not own a Vee Dub.

As a typical driver of a larger car, you do not understand the VW. You probably think of the Volkswagen in terms of its elegant body style, it's economy or it's resale value - or perhaps you think of the Vee Dub solely as a minor or major irritation on our roads, Be more charitable consider for a moment the demoralizing difficulties chat face the VW driver.

Last year my cousin Susan drove to Canberra in her new second-hand VW. With the help of an efficiency expert? and a civil engineer? we loaded her VW with six large cardboard boxes, a portable stereo, a hair dryer, two blankets and a large stuffed Koala.

When you consider that one large suitcase fills the entire boot, you must agree that this was no mean feat. Needless to say she carried no passengers. We decided that the VW probably holds as much luggage as Australia's own - it only takes the whole car to accommodate the stuff.

My mate Mario is 6ft 3in (190 cm) tall, and for some strange reason likes saving money. So he scorns the comfort of a larger car and prefers the daily ordeal of folding up into his VW 1200.

He approaches the car with determination using a deep knee bend, and with a flick of the wrist he opens the door reaching down to make sure the seat is pushed all the way back. It already is but he figures a man must have hope. After struggling into the drivers' seat he again cracks his calloused left knee on the steering wheel. His left foot finds the clutch with less difficulty. He carefully slumps his shoulder so he won't get hair oil on the roof, and with knees up round his chin, drives happily away.

A dozen times a year I am obliged to drive my VW over the Razorback Mountain to visit my in-laws. Most of Razorback is now a modern highway, but this is little consolations to the VW driver. The last time I drove over Razorback I got a running start at Camden and by the time I got to the base of the mountain had reached a respectable 65 mph (105 km/h). Unfortunately a 60 mph wind was blowing the other way. I kept the foot to the floor and steadily decelerated my way up. Few larger car owners will ever know the humiliation I felt at being passed by a six-axle bogey diesel truck.

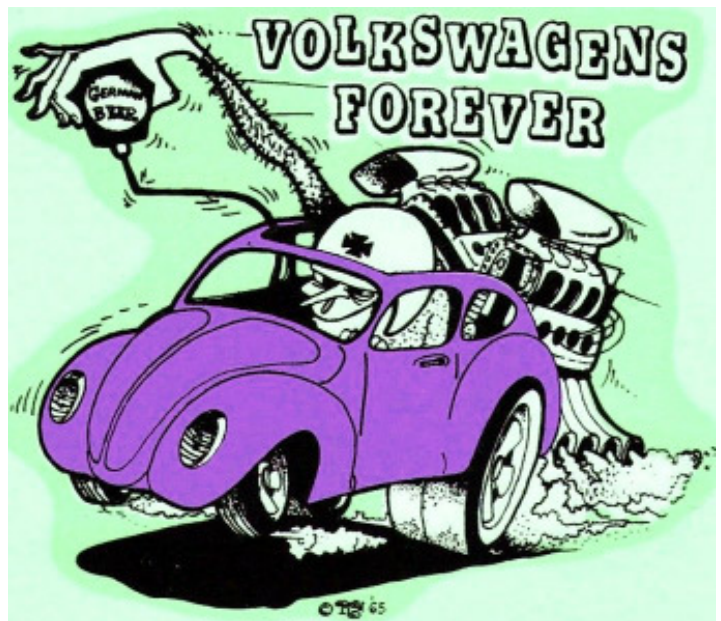
Praying for no interference, I moved out to pass an earlier model VW who had slowed down to about 25 mph (40 km/h). I soon found myself exactly even with the other VW but unable to get past as an irate larger car hugged my rear bumper. I reluctantly moved over into the slower lane again behind the other struggling VW. I climbed the rest of the mountain at 25 mph (40 km/h) thinking of the larger car already in Picton - and sobbed in frustration.

Passing poses no problem to the larger car - you simply step on the loud pedal and a momentous surge of power zips

you round the obstacle and back to your lane with time to spare. The unfortunate VW does not have a passing gear. To pass in a VW you need fast reflexes, a strong tail wind and more courage than common sense. Passing downhill also helps.

Picture this situation - after several false starts you finally reach the passing point. The road looks clear for at least a mile and you feel lucky. Optimistically, you put your foot down and pull out into the passing lane. After what seems like hours, you ride neck and neck with the slower truck.

At this point one of two things usually happen - either the approaching car you saw on the horizon materialises in front of you, or the truck driver notices that a bug challenges to pass. He laughs and speeds up. Defeated, you slip back to the slow lane. And then of course the truck slows down again.



In self-defence I have learned to ignore most of the verbal abuse heaped on my VW; I smile indulgently and agree that my car looks like a bug; I graciously admit that my VW has a wound up rubber band under the bonnet with hidden bicycle pedals. But don't be fooled by my calm exterior - someday I may get my revenge (Porsche?)

The man who drives a VW is not crazy, just slightly masochistic. As a driver of a larger car, give the VW the patience and understanding it deserves. After all, that VW you swear at now may one day come back and haunt you as your son's Beach Buggy.

But I still love my CUT-423 and Galloping Maggot.

Rick 'Ollie' Feruglio

Rebuilding an old 'un.

VW Club of NSW 'The Wageneer', November 1975

Or Some Beetles are older than they appear
Being an English Beetle fanatic and wanting a spare time activity to keep me out of mischief, I decided to find an old one and rebuild it to original condition. So with grand ideas, off I set in search of a suitable VW - which I decided

had to be pre-'57 Oval in restorable condition, and cheap. The local papers, the national papers and car mags revealed nothing suitable. It seemed that due to the rigors of an English winter (this story is set in Britain - Ed.), many pre-'57 VWs had simply rusted away and the ones that were left were in the hands of careful owners who were hanging onto them.

Just when I was beginning to give up hope, I found it - I was driving down a street in Durham (my home town) and there in a back lane was an old oval window VW partially hidden by out-houses. It was dirty, blue-grey, and a very neglected-looking specimen. It had stood there for a while; grass growing around its flat tyres and cobwebs over the door handles made that clear. A crawl underneath showed it was basically sound - except for a hole where the battery had once stood, and rusting around the off-side door pillar. Now to find the owner, if such a disreputable looking car had an owner.

A session of knocking on the three doors nearest the car revealed that it did have an owner. He said the car had been used regularly, but when the brakes failed 6 months ago and the silencer disintegrated, he had parked it there and replaced it with a '66 VW. I asked him if the car was for sale, and after a short discussion, me pointing out the bad points and he pointing out the good points (it did have some), the car was mine for £25 (\$40) complete with battery, hub caps and numerous bits and pieces of rubbish.

The next job was to get it the four miles to my home. A friend's help was enlisted, the tyres blown up, the brake pipe cut and hammered flat to give us front brakes, a tow rope attached and off we went.

At home it was pushed into a corner for six months and almost forgotten about due to bad weather, pressure of work and more bad weather (we northern Poms hibernate from November to March).

One fine Spring weekend in April last year I set to work. The first job was to remove everything that was not original or was in bad condition. Off came the wings, running boards, bumpers. Out came the seats, roof lining, interior mats, which were all worn or mouldy.

Then came a surprise. When the trim around the rear window came away, there were bumps in the rubber sealing strip in the centre at top and bottom. A look at the same spot on the outside showed slight rusting, and on levering up the rubber, I saw the metal had been cut and filed. Strange! Could this have been a split rear-window, as fitted to Beetles before 1953? No, this was supposed to be a 1957 model; at least that's what the owner told me.

Could the registration book be wrong? It said the car was a 1957 Model sold in the UK in December 1956. I then



took a look at the dirt and paint covered identification plate, and there, after cleaning, for all the world to see, was the inscription "Baujahre (year of manufacture) 1952." I decided to send the chassis number, 1-0410953 to Wolfsburg for the true date of manufacture. Back came a prompt reply saying my car had been built in November 1952. So now I had a grotty '52 to restore instead of a grotty '57.

Soon it was holiday time, and as I was going camping in Northern Europe I decided to look out for parts for my old Beetle. Visits to scrap-yards in affluent northern Germany yielded nothing, unless you were after parts for late-model 12-volt VWs. Denmark, however, was more successful. Cars there are very expensive, and the Danes are more careful with them. Consequently I found a back street garage which did a roaring trade in updating split-window VWs and oval-window VWs into the large rear window species.

In their yard was a pile of split-window panels that had been cut out of old Beetles. The garage owner collected coins, so in exchange for a UK 50 pence coin I left clutching a huge piece of metal that had been cut out of an old VW. Holland too was a good hunting ground. A VW garage in Amsterdam had racks of old bumpers, rear tail lights and dash-board panels still in their original boxes, so I picked up some parts there.

On my return home I made a template from the split window panel, cut out the metal of the same area on my Beetle and re-welded the good split window panel in place. Rubbers were obtained new from the local VW dealer (not bad for a part that had been discontinued for 22 years), new glass cut and my split rear-window beetle looked original once more.

The next job was to re-weld the hole in the floor pan where the battery once stood and re-weld holes that had appeared behind the running boards (a favourite spot for European Beetles) and finally to repair the bodywork around the off-side door pillar. And that is how the car stands at the moment.

A year's exchange teaching in Sydney has also proved beneficial as I was able to obtain some rear lights from a Sydney wrecker. These lights were the type fitted to the 1954 VWs sold in Australia, the first ones sold here.

So after a great deal of travelling and searching, all I have to do when I return to the UK is screw the whole lot together and repaint it. If anyone has any 1954 parts they want to get rid of, I can give them a good home.

Peter Wood



recorded the engine number in the VW service booklet which the owners kept in the wallet in the glove box, along with the owner's guide etc. Sometimes these survive if a car has only had one or two owners, but more often they are lost over the years as cars change hands. If your car doesn't have its paperwork and service record books from new, then there is no way to get that info now.

All the VW dealers that were around in 1962 are all long gone, all out of business and the sites long since redeveloped. In Sydney, for example, there were 32 VW dealers in 1962. None of them still exist. The oldest surviving is Denlo at Parramatta, and they've only been a VW dealer since 1993.

The only place I can think of where you might have some luck is the motor registration authority in the state where the car was first registered. In NSW for example, the rego papers used to record the engine number. If you know what the original number plate was, and in which state, you could go to the RMS (or equivalent) and inquire. They do have a historic records section and can search for you - for a fee - but I believe their records only go back to 1980 or so. That might be enough if the 1962 car was still registered on its original plates around 1980.

In the meantime, US websites such as TheSamba are useful for narrowing down the numbers for German-made VWs. This is their page for Karmann Ghias, but it's only in blocks of six months (the Type 1 page is monthly). The numbers are the LAST produced that month. Then go to the link for Beetles for engine numbers.

<https://www.thesamba.com/vw/archives/info/chassisdatingkg.php>

Good luck, let us know how you go. It might be a good story for our club magazine!

Hi Phil,

Thank you so much for your very informative and comprehensive reply.

I really appreciate you taking the time to send it.

I learned a lot, so I'll keep on the hunt. I think the car was first registered in S.A. So I'll start hunting there. The engine number is an early number, so it could be original.

The Samba registry of vin/chassis numbers for the Beetle were really helpful. My Ghia was made in July 1962 and its engine number is listed in the range for August 1962 in the Beetle listing. I've dropped the VW Club of SA a line and thank you very much again.

Thank you again and if I have a win I'll let you know for sure.

Regards, Richard

Klub Korrespondenz.

Dear Club Veedub,

I have a 1962 Karmann Ghia imported from Germany the same year. The birth certificate says it was sent to Melbourne, but has no engine no. The car's engine number is pre '65. Is there a resource in Australia where you can get all of the matching OEM number details?

Cheers, Richard

Hi Richard,

Thanks for your message (above), left on the Club VW Sydney website.

According to sales figures published by the Federal Chamber of Automotive Industries in their yearbooks, and published in the 'History' section on our website, in 1962 Volkswagen sold only 97 Karmann Ghias in Australia. As a fully imported car it was subject to hefty import tariffs, making its retail sales price £1,598 - more than a Holden or Falcon at the time. By comparison, 1200 Deluxe Beetles were £955 and the Standard was £845 in 1962.

I am surprised that the VW Birth Certificate you ordered doesn't specify the engine number, as these are normally pretty complete for German-made VWs. Ghias were however made by Karmann at Osnabruck, not at Wolfsburg, so perhaps their records are not as complete.

Sorry no, there are no Volkswagen Australia records that survive from that time. We are not even sure if that sort of detailed information - what engine was bolted to what chassis and what colour, accessories etc - was ever kept by the Australian factory and Australian admin office. If it was, it was disposed of many years ago. And as a fully imported car, VW Australia probably didn't have that sort of record of your car's production details anyhow.

The VW dealers of the time who serviced the car would have

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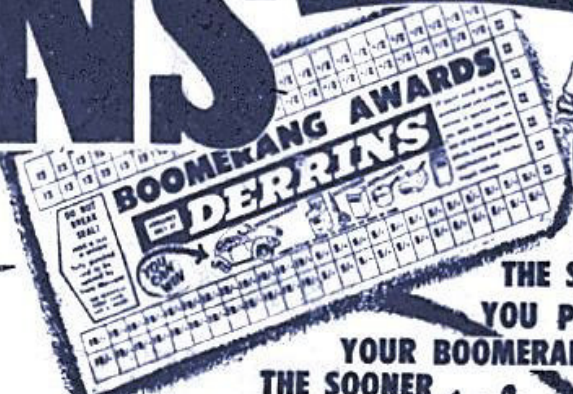
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FREE 10/- CLIP OFF BOOMERANG CARD

WATCH FOR SPECIAL BOOMERANG CLIP ITEMS IN YOUR DERRIN'S STORE.



THE SOONER YOU PICK UP YOUR BOOMERANG CARD

THE SOONER *You can win*



VOLKSWAGEN SEDANS

PLUS Hotpoint ELECTRICAL APPLIANCES

... Thousands of consolation prizes

THESE 3 ITEMS ON SALE UNTIL SATURDAY NOON

KRAFT CHEDDAR 8-oz. PKTS. Limit 2

1 9 1/2

CHEESE

I.X.L. PLUM 24-oz. CANS

1 1 1/2

JAM

DEEP SEA 16-oz. CANS

1 1 1/2

Fish Cutlets

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