

Zeitschrift



Advertising cruises with a VW cruiser.

July 2019

IN THIS ISSUE:

Brian Tanti's workshop
Flat Four coffee run
VW 1500 sedan test
Jeff's Internet What-nots

Canberra coffee run
Canberra Sutton pie run
More Ash articles
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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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
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.

President:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Dot Bryan	clubveedubact@gmail.com
Treasurer:	Dave Cook	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:

32 years.

Andrew Dodd Automotive
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Stan Pobjoy Racing Engineering

Vintage Vee Dub Supplies
Volksbahn Autos Pty Ltd

25 years and over.

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Mick Motors
Indian Automotive

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Wolfsburg Motors St Peters

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Mountain Mechanics
Quik Strip
Volkshome Automotive
Volkswerke

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



Jeff and Phil's



SLOT-CAR CHALLENGE

Saturday 27 July

at the SLOT SHOP

293 Princes Hwy Arncliffe

From 6pm

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

We will have the place to ourselves!

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

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

Spouses and (older) kids welcome

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

ARE YOU OUR CHAMPION SLOT CAR RACER??



www.slotshop.com.au

Kelso Oval Panania

EAST HILLS CHARITY

CAR Show.

28TH OF JULY 2019

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



The East Hills Charity Car Show is extremely proud to be supporting the Motor Neurone Disease Association of NSW

www.mndnsw.asn.au



www.easthillscarshow.com.au



AUCTIONS · EVENTS · INSURANCE



2019 SHANNONS EASTERN CREEK CLASSIC 18th AUGUST 2019 SYDNEY MOTORSPORT PARK, EASTERN CREEK

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

- **1,900+ Member vehicles from over 150 clubs on display and on parade**
- **Cars, motorbikes, scooters, military, police, fire and ambulance**
- **NSW's most prestigious concours judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2;30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



**PUBLIC ENTRY \$20 (incl. GST). KIDS FREE - 12 years & under
PARKING FREE
BUS RIDES - GOLD COIN DONATIONS welcome**

**Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
See David Birchall or Norm Elias at the monthly meeting to book your VW in the display and for
your entry tickets.**

2019 WINTER EUROPEAN CRUISE

2019

Australian Split Window Kombi Klub
"WINTER EUROPEAN CRUISE" to Mt Wilson
for a BYO Picnic Lunch

Sunday 25th August 2019



Since 1992

All VW Models Welcome



Split Kombi's to Lead Cruise

MEET FOR BREAKFAST:- From 8.00am at McDonalds McGraths Hill
Cnr Windsor Rd & Groves Ave

- *9.30am Splitting from McDonalds
- *10.15am Coffee Stop at The Fruit Bowl Bilpin
- *11.00am Mt Tomah Lookout Kombi Photo Shoot
- *12.00pm Arrive at Cathedral Reserve Mt Wilson

Event Contact: Simon Barnfield

Email: kombis2u@gmail.com

Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2019



Simon Barnfield Photography ©2018



2018 Winter European Cruise
Simon Barnfield Photography ©2018

All VW owners and their kids are invited to the

THE LOVE BUG DRIVE-IN MOVIE

Saturday 14th September

Blacktown Skyline Drive-In
Cricketers Arms Rd, Blacktown

Celebrating 50 years since the Love Bug's Australian release!



Gates and Diner open 4:30pm
Movie begins 6:15pm

Don't miss this fabulous night of family VW entertainment !

Presented by
Flat Four Vee Dub Club
& Kiama Makers & Growers Market



SAVE the DATE Boys 'n' Girls

It's on AGAIN!

Saturday 26th October 2019

All VWs welcome!

Vehicle access from 8am

Markets and Show from 9am – 3pm

Entry Fee: \$10 per car

Roll out your VW rides and cruise down to Kiama.

Show off your VW, enjoy the markets and the beautiful south coast.

People's Choice award and raffle prizes to be won.

For more Information contact **Rod** on **0416 173859**

Email the Club at info@flatfour.org



Hope to See You There!



Don't miss the

★

German Lunch & VW Nationals movie

★

Sunday 3 November

Mount Victoria Manor
11 Montgomery St
Mount Victoria

\$45 per person

★ Please arrive by 12:30pm
German-style lunch from 1:00 pm
Then a special 2-hr 4K hi-def VW Nationals movie ★

A detailed coverage of the VW Nationals Supersprint and the Sunday car show, on the big screen. Professionally filmed by Phil Mass

- Lucky Door Prize — win the cost of the lunch/show, plus a bottle of German Henkell Trocken champagne

Join the Club VW Convoy at McDonalds Eastern Creek, M4 westbound, from 10:30am for an 11:00 am departure. 1hr 15 min drive.

All Volkswagen fans and their families welcome!

Contact Phil Mass on 0407 180446 www.mountvictoriamanor.com.au

Von dem Herrn Präsident.

Hi all, Lately we've had some great events to go to with our VWs. Last month there was the Flat Four Morning Coffee Cruise to the Yallah Woolshed, which had some good weather. Quite a few members also went along to the tour of coachbuilder Brian Tanti's workshop at Artarmon, which Carl Moll organised.

As I write this report Bugs and Buses By the Bay, organised by Rose and Ian from Newcastle is happening near Lake Macquarie, as well as the rescheduled Berry Blast from the Past at a new venue, Berry Bowling Club.

Coming up in July on Saturday 27th is Jeff and Phil's VW Slot Car Challenge 2019 at the Slot Shop, 293 Princes Hwy Arncliffe, from 6pm. No need to book, just turn up on the night. We'll provide the snacks and drinks. Flat Four will also be coming along so the competition should be keen. On the next day is the East Hills Charity Car Show at Kelso Park, Panania. We won Best Club Display last year so I hope we can get some more nice VWs along. See you at Maccas at Moorebank at 8am for the cruise there.

On the 18th August is the annual Shannons Sydney Classic 2019 at Sydney Motorsport Park, Eastern Creek. We now have our tickets from the CMC for this. Contact David Birchall to secure your tickets; see him at the next monthly meeting. Please be sure that you can actually come before you get a ticket, as we only have limited spots available.

Later on in August is the Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains. You don't have to have a split window to attend; all Kombis and other VW models are welcome too. Remember to bring along a picnic lunch in your esky as there are no shops at Mt Wilson.

In September is another showing of the original Disney 'Love Bug' film at the Blacktown Drive In. This should be a great night out so tell all your friends and let's get as many VWs as we can.

Flat Four will again have their enjoyable 'Shakedown' show at Kiama in October. In November my good friend and professional cinematographer Phil Mass will have a German lunch and film afternoon to show his 2-hour documentary on the 2019 VW Nationals. It will be held at the historic Mount Victoria Manor in the Blue Mountains. We'll have a cruise up there from the McDonalds on the M4 westbound, Eastern Creek.

Keep an eye on the calendar and mark the events in your diary. Springtime is a busy time and there are lots of events coming up. All members and their families are welcome to come along to any event – bring your VW with you.

If you would like to organise a club event, then please do so! Come along to a meeting and we can help you make it happen. We just need to run the date and concept past the committee to ensure it doesn't clash with other events on the calendar.

This month's monthly meeting at the Arena Greyhound Club (Thursday 18 July) is the Club AGM where all committee positions will be declared vacant. So if you fancy becoming more involved in your club, come along and put your hand up, we could use the help! It's always nice to

see new faces with new ideas on the committee.

See you soon,

Steve Carter



Big Kombi thank-you.

Kim our director caught up with me today to say she was so delighted to get the letter of thanks from club VW.

She had forgotten that she had donated the VW Kombi (it sat in my garage for 6 months!) so was surprised to get the letter of thanks.



See pic attached.

The big Kombi was won by our club members Bob and Roberta Hanna.

Cheers,

Carl Moll

Rotary thank-you.

Dear Club VW President,

On behalf of the Rotary Club of Parramatta thank you for inviting us to provide a BBQ at the VW Nationals. We have now been attending for several years and have always enjoyed the day.

This is our largest fundraiser for 2019. Funds raised will go towards two of our supported charities.

- Eggtober Foundation – a local based charity that supports research for gynecological cancer, in particular ovarian cancer.
- An Australian charity, See Beyond Borders, whose aim is to reduce poverty through education in Cambodia.
- We have also been able to assist High Street Youth Service, Harris Park, this is a service that provides support for marginalized and homeless youth with donated left over food

On the day we were fortunate to have 25 volunteers working tirelessly to ensure the day was as successful as possible. We raised a total profit of \$3209.00

We cooked and served over 2000 meals including 45 meals to the VW Car Club volunteers.

We wish to say a huge thank you to David Birchall who always ensures all Rotarians are welcomed and is very helpful in the organization of our space.

We wish you all the best for many more successful National Car Days

Yours sincerely

Liz MacKintosh
(Community Service

Director)



Kanberra Kapitel report.

Greetings from Canberra,

Winter has definitely arrived here in Canberra (as it does every year...) and the short, dreary days are upon us again. However this is no excuse for not getting out in our VeeDubs; and the Canberra crew have run two very successful events recently that attracted 18 and 17 cars respectively. Reports on these events can be read later in this edition of Zeitschrift.

Planning is progressing well (thanks Dot) for this year's German Auto Day (GAD), to be held on Sunday 22nd September. The venue for this year's event is at the Canberra Greyhound Racing Club at Symonston, just off Hindmarsh Drive / Jerrabomberra Ave. We hope many of you can join us for our biggest event of the year, where we will have plenty of food, beverages, activities for the kids and most importantly, great German machinery to admire.

We are also hosting a GAD dinner on Saturday 21st September at the German Harmonie Club. Numbers will be limited and must be advised well in advance. If you would like to join us for a great night with German inspired food and entertainment, please send an EOI to Dot at clubveedubact@gmail.com. Please keep these dates free and come along to what promises to be a fantastic weekend of VW goodness. We look forward to seeing you all there.

The next event the Canberra Chapter is to travel to Berry for the Blast in the Past event on Sunday 07 July. There will be a few going down on the Friday and Saturday, camping at the showgrounds. If you want to join them, or travel down in convoy on the Sunday morning, please keep

your eye on the Facebook page and indicate your intentions. This is a great event and one that gets some real quality cars entering.

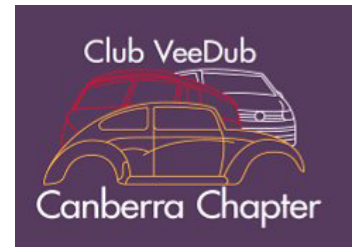
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you 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 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.**

July.

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

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

Saturday 27th:- Jeff and Phil's VW Slot Car Challenge 2019 at the Slot Shop, 293 Princes Hwy Arncliffe, from 6pm. We have the place to ourselves for 3-4 hours! \$20 entry per adult, (\$5 kids) for as many races as you can handle. Multiple giant tracks and 30 colour-coded lanes to race on. All cars, controllers and computer lap counter and scoring system provided. We'll cater the drinks and nibbles. Partners and kids welcome to come along and race too. Can you beat Wayne, who was last year's champion??

Sunday 28th:- East Hills Charity Car Show at Kelso Park, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the Motor Neurone Disease Association of NSW. All classic makes and models welcome. Trophies to be won in numerous categories (VW club won Best Display last year). Show cars enter through the council car park on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** www.easthillscarshow.com.au

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

August.

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

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 18th: Shannons Sydney Classic 2019 at Sydney Motorsport park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Club Veedub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with David Birchall or Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve your ticket if you are SURE you will be attending – don't get a ticket then fail to turn up on the day.

Sunday 25th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at kombis2u@gmail.com for more info.

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

September.

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

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

Saturday 14th:- The Love Bug screening night at Blacktown Drive-In, Cricketers Arms Rd, Blacktown. In celebration of 50 years since The Love Bug's Australian release in 1969.

Club Veedub AGM. Thursday 18 July 2019.

Our July monthly meeting at the Arena Greyhound Club will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2019-20. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

Bring your Volkswagen along to Sydney's last Drive-In Theatre for this special showing. All VWs welcome, old and new. Kombis park at the back. Gates and diner open at 4:30pm. Make sure you arrive before 6pm. Movie begins at 6:15pm.

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

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

October.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

Saturday 26 th:- Shoreline Shakedown VW Show n Shine, organised by Flat Four VW Club. At the Black Beach Reserve, Shoalhaven St Kiama, from 8am. \$10 entry per car. Enjoy the Kiama Markets from 10am; Kiama main street shops, lighthouse and blowhole a short distance away. Raffle prizes, trophies for Car of the Day and Market's Choice. Contact Rod on 0416 173859 for more info.

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

November.

Sunday 3rd:- Phil Mass' German lunch and VW Nationals 2019 film day at historic Mount Victoria Manor, 11 Montgomery St Mt Victoria. Cost is \$45 per person on the day, for a full German lunch (drinks extra) followed by the 2-hour VW Nationals 2019 movie. See both the Supersprint and the Sunday car show, filmed in 4K high-definition video, on the big screen! You'll probably see yourself. Filmed by professional cinematographer Phil Mass. Be there by 12:30, or join the Club Veedub convoy at the McDonalds Eastern Creek, M4 motorway rest area westbound, at 10:30am for an 11am departure. It's 1 hr 15 min VW cruise to Mount Victoria. Contact Phil Mass on 0407 180446 for more info.

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

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

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

Sunday 17th:- Melbourne Day of the VW, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet, and more. Swappers and traders enter at 8am, public entry 9am, show entries close 11am. No dogs or BBQs permitted on the grounds. For more info contact the VW Club of Victoria – www.vwclub.com.au

Saturday-Sunday 23-24th: Triple Shot Auto Supershow, held at the St Ives Showgrounds, Sydney. A 2-day celebration of Machines, Entertainment and Gourmet food. Hosted by Machines and Macchiatos and raising money for two amazing charities, Bear Cottage and Cure Brain Cancer. Club Veedub is invited to attend, have some fun and display your classic VWs! **Saturday 3:30pm to 11:00pm:** Come enjoy the Food Truck experience, with a huge selection of Sydney's finest

Food Trucks. Wash it all down with a refreshing alcoholic beverage, while kicking back and watching the super cool live band - The Cruisin' Deuces with their Honky-tonk, Western Swing and Rockabilly music. Once it gets dark, get ready for the Drive-in movie experience with a massive outdoor movie screen, space for 200 cars. **Sunday 10:00am to 4:00pm:** Car & Motorcycle Show & Shine, over 400 Vintage, Classic, Exotic, Muscle, Street, Custom, Modern & everything in between. Load of trophies up for grabs. Plus Shannons Ultimate Ride experience, great food and drink from Sydney's best food trucks, workshop seminars, live music, kids' entertainment and lots more. Go to www.machinesandmacchiatos.org for more info.

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

Marktplatz.

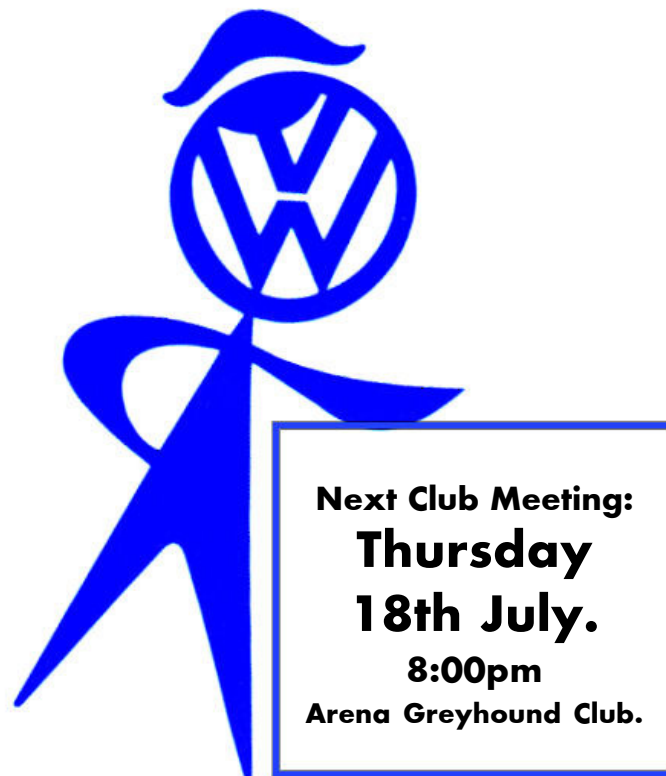
Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

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

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

New ads.

For Sale:- 1979 Kombi Microbus. Good base for resto. Low km reconditioned engine hasn't been started in years, body needs work and original interior. Plenty of pics available but would prefer potential buyers to look at it in person. Sold as is not running no rego. Happy to talk in more detail. Asking Price \$10800 ono. Email pgleeso@hotmail.com or contact



Peter Gleeson on 0425 379191

Wanted:- I am looking for a 1500 or 1600 swing axle gearbox, in working condition. If you can help, me, please contact Phil Warnecke on 0422 643 036 or email phlwarn@gmail.com



For Sale:- 1990 Transporter. Reliable engine. Rear bench seat/double bed Rego until March 2020. Asking Price \$2100 Contact Ian Clarke on 0410 689064 or email ian297clarke@gmail.com



For Sale:- VW Transporter T4, 2003, 2.5-litre manual Rapeseed Yellow. Factory mags, air con, bluetooth phone & music, cargo barrier, heavy duty roof racks, tow bar, mechanically very good, many dents. Drives really well. 350,000 km. Asking Price \$5,000. Contact Anthony Weismantel on 4189 728760 or email aweismantel@bigpond.com

2nd Month ads.

For Sale:- I am not a member but have 2 VWs for sale: 1 x 1956 Beetle reg 4 years ago; and 1 x 1973 VW with a Carrera kit but current reg. The older one has been in the family since 1974; Time for it to go to a new home. Plus the 73 needs a new happy home also For more info and photos contact Mr Mark Newman on 0429 846146 or email mark.coringle@gmail.com

Trades and services directory.

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Mob/Cell: +61 (0) 415 263 029
Email: warwick@hasmot.com
Email: hasmot.vw@gmail.com

Wanted:- Motor Spare Parts Sales person. Would any of your members be interested in a job? We have a small bearing business in Hornsby and are looking for a suitable employee with knowledge of motor parts to work in sales and customer relations. If you are interested, contact Ms Keiren Shun (North Shore Bearings) on 0400 502636 or email accounts@northshorebearings.com

For Sale:- Original VW Karmann Ghia factory brochure. \$45. Contact Michael on 0407 282628.

Wanted:- Rossi headlights or rims, to suit 6v Beetle to 1967. Email dtruneck@gmail.com

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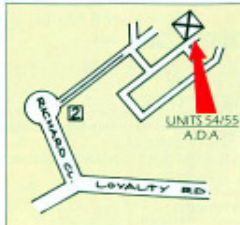
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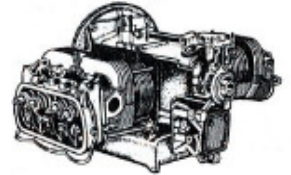


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Model-specific appointments in Europe include a specially tuned stainless steel exhaust system, microfibre/textile combination upholstery with unique design, optional contrasting roof and mirror caps (depending on body colour chosen), a perforated leather steering wheel with red 12 o'clock marker, and the option of Pure Grey exterior paint.

In Europe the GTI TCR comes with 18-inch 'Belvedere' forged alloys as standard. As an option, buyers can choose from 19-inch 'Pretoria' or 'Reifnitz' designs, both in black, which also upgrades the brake package with perforated discs with special brake pads.

Two option packs are available overseas, the first including the aforementioned

Reifnitz alloys, the removal of the top speed limiter, and adaptive Dynamic Chassis Control (5mm lower ride height and adaptive dampers).

The second option pack brings the lighter 'Pretoria' alloys wrapped in track focused semi-slick 235/35 R19 tyres, de-restricted top speed, a sportier version of the adaptive rear shockers, and additional anti-theft wheel locks.

Stay tuned for more info on the Golf GTI TRC closer to launch.

GTI TCR here in October.

Volkswagen Australia has confirmed some initial details for the upcoming Golf GTI TCR, including its scheduled arrival in October.

Just 300 units will be headed Down Under, which is the "biggest allocation internationally", according to Volkswagen's local communications boss, Paul Pottinger.

Final pricing "will be announced shortly," as will specification. We're told the TCR will be 'fully equipped' and only offered locally as a five-door proposition (a three-door version is offered in Europe).

Currently, the DSG-only MY19.5 Golf GTI Performance and Golf R hatchbacks are listed at \$46,190 and \$57,190 respectively (plus ORCs). Expect the TCR to slot somewhere in between.

"The 300 TCR editions that have been secured for Australian sale represents the biggest allocation internationally, which says something for Australia's enduring relationship with the GTI," Pottinger said.

"Pricing will be exceptionally sharp, as befitting the last shout for Mark 7/7.5 GTI, the compact performance car that, along with the Golf R, remains the choice for grown-ups."

First revealed in January, the Golf GTI TCR is essentially a front-wheel drive version of the R flagship, right down to its 213 kW/380 Nm 2.0-litre turbocharged four-cylinder engine.

Peak torque is available between 1800 and 5300rpm, with maximum power coming in from 5400rpm to 6400rpm.

Drive is sent to the front wheels through a seven-speed DSG and a locking differential. The TCR features two extra water radiators up front to provide appropriate cooling to the beefed-up engine, the same as the all-paw Golf R.

Volkswagen claims the GTI TCR will dash from 0-100 in just 5.6 seconds, making it one of the quickest-accelerating front-drive hatchbacks money can buy, on its way to an electronically-limited top speed of 250 km/h. It's worth noting there's an option overseas to derestrict the v-max to 260 km/h.

Golf 8 to start production this year.

When will the hotly-anticipated Mk8 Volkswagen Golf launch? Jurgen Stackmann, spokesman for VW in Germany, last month said it would be in February 2020, but a new report quoting "multiple company sources" has suggested the new hatch could surface as soon as this October. Hmm.

The latest report comes from Automotive News Europe, the same outlet responsible for the original Stackmann interview.

According to "multiple company sources" the new Golf will debut in October, with production to begin "by the end of the third quarter" in Wolfsburg.

Originally, VW planned to launch the car at the Frankfurt motor show. A combination of factors - not wanting to step on the first production ID electric vehicle's launch,



and bugs with the car's new software system - forced it to delay.

"Due to their online connectivity there is a lot more software especially in the area of security, which is a real challenge since the car is no longer a closed ecosystem," Stackmann told Automotive News Europe.

Over-the-air updates open the door for infotainment to improve during a car's life, but it also creates a new world of threats for carmakers to consider. Where previously the only way into a car's software system was by accessing its CAN bus, allowing external wireless connections opens the door for all manner of new threats.

In its push to make the Golf more sophisticated, Volkswagen is pushing to have technology like phone-based unlocking in its Gen-8 Golf. According to the ANE report, that involves making 10 different vehicle subsystems play nice.

It's worth mentioning, BMW and Tesla both offer smartphone-based unlocking, while Lynk & Co's car-sharing relies on something similar.

More info on the Golf 8 closer to launch.

T6.1 Transporter.

Volkswagen has followed the reveal of the new 6.1 Multivan (see Zeitschrift April 2019) with details about its new T6.1 Transporter panel van and dual-cab pickup, set to arrive locally in the first quarter of 2020.

It's still the sixth-generation model ('T6') but much upgraded and revised, hence called the '6.1' model. As with the already-revealed Multivan facelift, the freshened-up Transporter features an updated exterior with squarer headlights, a new grille design, and sportier-looking bumpers.

Also carried over is the heavily revised interior, including the new car-like dashboard.

Standard equipment in Europe extends to electric windows, central locking, heated wing mirrors, brighter headlights, LED interior lighting, and the Composition Audio system with Bluetooth.

Thanks to the VW Transporter's new electro-mechanical power steering system, the van can be equipped with lane keeping assistance, parking assist, and trailer assist. Other available safety features include side protection, road sign recognition, and cross-wind assist.

A 2.0-litre turbo-diesel engine is available in various states of tune, ranging from 66 kW, 81 kW and 110 kW

through to 145 kW. The two most powerful variants can be paired with 4Motion all-wheel drive.

Also available in Europe is an electric version with an 82 kW motor, a 77.6 kWh battery pack, and an estimated range of 400 km under the NEDC cycle.

The facelifted 'T6.1' Transporter range is scheduled to arrive in Australia from the first quarter of 2020.

VW I.D. Buzz coming to Australia.

The iconic Volkswagen Kombi is one step closer to making a comeback on Australian roads (unless like us, you think of ALL VW Transporters as 'Kombis' - Ed.)



The modern version of the 1960s Type 2 - officially known for the time being as the I.D. Buzz - will play a leading role in the rollout of Volkswagen's electric vehicle range due a little over two years from now.

While the 'Kombi' name and the production design are yet to be formally unveiled, Volkswagen Australia has all but confirmed the new electric van is coming.

"We will be part of the first wave of international rollouts of future Volkswagen electric cars," said Volkswagen Australia spokesman Kurt McGuinness.

When asked about the likelihood of the Kombi being part of Volkswagen's initial electric car push he said: "I can actually say that one makes the most sense to us because you've got the feel-good factor of having the Kombi back (plus) the



practical sense of having a commercial vehicle that will service fleet customers and big businesses, which are already crying out for these sort of cars."

The modern Kombi is expected to get the green light for sale in Australia because Volkswagen will be able to sell what is effectively the same vehicle to two groups of buyers.

As with the original in the 1960s, the modern Kombi Microbus will appeal to families and holidaymakers while a windowless van or 'Kombination' version will appeal to tradies, businesses and fleets. In the '60s and '70s by far the biggest selling versions in Australia were the commercial vans.

'Kombi' is the official Volkswagen model designation for the VW Transporter model with windows and removable seats and applies to current models of that type sold in Germany. That specific T6 model isn't sold in Australia however; we only get the windowless T6 delivery van and the semi-fitted 'Crew Cab' version, and the full passenger Caravelle and Multivan.



Der Transporter Kombi

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Mr McGuinness said fleet customers with government contracts are already asking about the arrival of electric vans.

"If they've got a government contract it helps them, it also helps them from a corporate social responsibility perspective," he said.

"If you've got a business (fleet) that also has a back to base operation, it makes a lot of sense to have those cars go back and plug in overnight."

He said the fleet business was a "big opportunity" for the success of future Kombi EV models in Australia.

The I.D. Buzz - the concept car name for what most people would call a Kombi - is one of a number of electric vehicles Volkswagen will roll out in Australia from 2022.

VW also plans to introduce an electric version of the Golf (or a similarly sized small car), an electric SUV, and even an electric Beach Buggy, although the latter is yet to be confirmed.

Pricing for the new Kombi electric vans are yet to be announced, however they are likely to start beyond \$60,000 given the cost of Volkswagen's equivalent diesel-powered vans and the price premium electric vehicles currently attract.

Driving range of the production Kombi is also yet to be announced. However, Volkswagen claimed the I.D. Buzz Cargo concept van could travel in excess of 550 km on a single charge without a full load on board.

When the I.D. Buzz Cargo was unveiled at the 2018 Los Angeles motor show, Volkswagen said it has "the potential to write history as one of the most advanced light commercial vehicles".

The modern Kombi concept car was unveiled at the 2017 Detroit motor show as the I.D. Buzz, complete with surfboards on the roof.

The production version is due to be unveiled some time in the next 12 months.

Golf turns 45.

The Volkswagen Golf recently celebrated its 45th birthday in Germany, having officially commenced production in Wolfsburg on March 29, 1974. It replaced the Beetle entirely at its home factory, while the remaining Beetle production at Emden continued until 1978. The Golf came to Australia in March 1976, one of the first countries in the world to assemble the Golf outside of Germany.

With 35 million units sold globally in the time since, Volkswagen says a Golf has been ordered on average "every 41 seconds" since 1974, equating to an average of 780,000 units per annum.

Seven generations have launched over those four and a half decades, with the Mk8 due to be released before the end of this year.

In addition to the Wolfsburg plant, which still produces the iconic hatchback to this day, the Golf is manufactured at five facilities across the globe across Germany, Brazil, China, and Mexico, and exported to 155 nations.



In addition, the 'booted' sedan version of the Golf (the Jetta/Vento/Bora), has sold an additional 19 million since 1979. The Jetta actually outsells the Golf in some markets, such as the USA and China. The Golf has also been the basis of numerous other VW models, such as the Cabriolet, Golf Plus, Caddy, Touran, Eos, Tiguan, New Beetle, as well as numerous VW family models from Audi, SEAT and Skoda.

Since its humble beginnings as a replacement for the original Beetle, the Golf has since grown from the 'people's car' to a 'premium for the people' offering, challenging rivals from mainstream and luxury segments, including the related Audi A3.

Teramont X.

Volkswagen has unveiled two new crossover vehicles with coupe-like styling at the recent Shanghai auto show. Both SUVs, one a production model and the other a concept, joined the I.D. Roomzz and SMV (see below) on Volkswagen's



wide and 1635 mm wide, with a 2731 mm wheelbase - for comparison, that's larger than the popular five-seat Tiguan, but smaller than the seven-seat Tiguan Allspace.

Underpinning the simply-named SUV Coupe is the ubiquitous MQB platform used by most Volkswagen models, which provides ample space to cram a 2.0-litre turbocharged four-cylinder engine under the bonnet.

Volkswagen says a showroom-ready version of the SUV Coupe will land in Chinese dealerships later in 2019. Don't expect it to look wildly different to the concept revealed in Shanghai, though.

display at Shanghai.

The Teramont X is the only production-ready model of the two coupe SUVs revealed in China. Visually, it borrows heavily from the Atlas Cross Sport concept displayed at the 2018 New York motor show, later shown in a leaked photo.

Up front, the X resembles a standard Teramont/Atlas, albeit with a sportier lower bumper design and unique headlights. Around the rear is where the majority of the changes lie, as there's a new sloping roofline that leads into a revised lower diffuser.

Dimensionally, the swoopy SUV is around 100 mm shorter and 60 mm closer to the ground than its conventional wagon sibling, measuring in at 4.9 metres long, 1.99 metres wide and 1.72 metres tall.

Interior measurements haven't been quoted, however it's likely that rear seat passengers will be experience slightly less headroom and knee-room as a result of the reduced exterior dimensions.

Under the bonnet will be the choice of two engines: a 2.0-litre turbocharged four-cylinder petrol available in either 137 kW or 162 kW states of tune, or a 2.5-litre turbocharged VR6 petrol producing 220 kW of power and 499 Nm of torque.

Volkswagen says order books for the Teramont X will open this month, ahead of a Chinese market launch in the coming months. North America is also expected to get a version of the coupe SUV, badged as the Atlas Coupe.

Like the current Teramont / Atlas, the Teramont X is likely to be LHD-only, and therefore can be ruled out from ever coming here.

VW SUV Coupe.

Whereas the Teramont X is a production model, VW claims the SUV Coupe is just a concept. The term concept should be taken lightly however, as it looks like a near production-ready coupe version of the Chinese-market Tayron crossover.

Up front, it combines the grille, headlights and lower intake of the Tayron with sportier black trim and a dark grille that wouldn't look out of place on one of the brand's R performance models.

At the rear, the concept sports a bold, rakish roofline, along with T-Roc-like LED taillights, a black lip spoiler and quad exhaust tips.

The concept measures in at 4586 mm long, 1860 mm

When it does reach production, the SUV coupe (or its Tayron parent) will not be reaching Australian shores.

Volkswagen Australia confirmed in February that the US-market Atlas would not be making the trip Down Under, as the business case for right-hand-drive production would be too difficult to justify. As a result, the Teramont X and SUV Coupe will be off-limits to Aussie buyers.



Once it enters production later this year, the SUV Coupe will only be sold in China, like the Tayron SUV it is directly based on.

VW SMV seven-seater.

Volkswagen's product and concept flood at last month's Shanghai motor show continues with the seven-seat SMV concept, developed through the Chinese-market FAW-Volkswagen joint venture.

The SMV's stand-out feature, apart from advancing Volkswagen's familiar styling language, is without doubt its size: at 5100 mm long, it stretches beyond the Atlas (Teramont in China) to become VW's largest SUV yet. It is therefore also the longest model built on the MQB platform that goes all the way down to the Polo.

Both the SMV and Atlas reach well past the first-generation Touareg SUV that launched in 2002, which was only 4754 mm in overall length, with the current model stretching only 120 mm beyond that.

The SMV is officially a concept, but there is clearly little about its design that would struggle to make the leap to production. Indeed, a production version is slated to hit the Chinese market in the next two years, with 2.0-litre TSI petrol and 220 kW/500 Nm turbo 2.5-litre VR6 petrol



airier, more spacious feeling from inside and better visibility all around.

There's also a neat chrome strip running along the roofline, for an extra dash of show-car sizzle on the stand in Shanghai.

Under the skin is a pair of electric motors making 225 kW, hooked up to an 82 kWh battery good for 450 km of range on the tougher WLTP test cycle. That's in keeping with previous I.D. concepts, and should provide a loose guide as to what Volkswagen is aiming for when the Roomzz actually reaches production.

Thanks to 150 kW fast charging, an 80 per cent charge takes around 30 minutes.

Behind the wheel, the usual concept array of screens serves as a centrepiece. The driver is faced with a fully digital display, and there's a huge screen taking pride of place in the dashboard. Volkswagen says it appears to float.

engines to choose from.

Volkswagen's 4Motion all-wheel-drive and seven-speed DSG both feature as standard.

The SMV's interior is still to be revealed, but it is clear - if only by the tall roofline and its Chinese-market focus - that space in the back two rows should be fairly commodious.

As for its chances of coming to Australia, being an FAW-Volkswagen model it may be that the SMV has only been engineered in left-hand drive and to domestic design standards. This would conceivably rule out an Australian launch.

This would see the SMV join the US/Chinese LHD-only Atlas as verboten models for Volkswagen Australia in the popular large seven-seat SUV segment.

Volkswagen Australia communications manager Paul Pottinger said: "Volkswagen's rollout of EVs, which is hoped to commence in Australia from 2022, will in time mirror the conventional range."

In the meantime, buyers looking at the Volkswagen portfolio can consider models like the seven-seat Tiguan Allspace, along with the Multivan and Caravelle.

VW I.D. Roomz.

Volkswagen has continued its stream of electric concept cars, adding the high-riding I.D. Roomzz to its collection in Shanghai.

Built on the same modular MEB underpinnings as VW's previous electric concepts - the same underpinnings that'll drive Volkswagen Group as it pushes toward widespread e-mobility - the Roomzz represents VW's vision for a practical family crossover. Or should that be crozzover?

When it launches in 2021 (at least, for the Chinese market) Volkswagen says the car will have three rows of seating and Level 4 autonomous capabilities.

Up front, the headlamps and 'grille' outline are both in keeping with previous electric Volkswagen concepts. That means lots of rounded shapes, with friendly LED detailing aplenty.

Although there are big concept wheels and skinny concept mirrors, we'd suggest the leap from concept to production won't be massive here.

There's minimal detailing along the flanks, and a tall tailgate. You'll notice the slim pillars and tall windows, both of which should make for an



Light-coloured materials dominate, once again helping to keep things light and airy. Just don't let your concept kids spill their concept drinks on your concept seats, okay?

With no transmission tunnel eating into space, storage spaces abound, and there should be an abundance of space for leggy teenager in the back seats.

Volkswagen has made much of the space efficiency afforded by its MEB platform - the Golf-sized 'Neo' will purportedly have the cabin space of a current Passat when it launches - and the Roomzz appears to take full advantage.

The Roomzz is on show in Shanghai.



Canberra Chapter QB Coffee Meet.

The Queen's Birthday long weekend in Canberra was wet, windy and miserable. What better to do in these conditions than get your VeeDub out and meet other VeeDub enthusiasts for a coffee by the lake?

The Flags Kiosk on the shores of Lake Burley Griffin has long been a popular meeting spot for VeeDub enthusiasts for ad-hoc, short notice meet ups. This time we decided to make it a little more organised and advertised it far and wide and with plenty of notice. Eighteen cars, plus one new VW Passat 4Motion Police Highway Patrol car turned up for a fantastic get-together.



The policeman didn't know what he had got himself into when he pulled up for a take-away coffee before heading out to the Monaro Hwy to 'check-up' on the snow traffic. As soon as he pulled up, he was swarmed with VeeDub tragics



wanting to look over the AFPs newest weapon for road safety. He was very accommodating and even lined the Passat up with the other VeeDubs for a few photos - lights blazing and all.

After everyone had their coffee, it was decided to cruise out to the George Harcourt Inn (GHI) in the Northern suburb of Gold Creek to have a beer by their fire. It was a great sight on a bleak, overcast and drizzling morning to see such a line of classic Volkswagens cruising up the motorway. Once we got to the GHI, the cars were lined up for more photos before heading inside by the fire. There's nothing like huddling by a fire with a lager or ale to get the tongues wagging and stories flowing on just about any subject. Of course the main subject of our tales involved VeeDubs and our adventures in them.

It was an absolute fantastic event and one many asked





to happen again, soon. Keep an eye on our Facebook page for further up-coming events.

Willie.

Club tour of Brian Tanti's workshop.

On Tuesday the 11th of June 23 Club VW members and friends attended a very informative presentation at Brian Tanti's Workshop.

The workshop is equipped with state of the art tools and equipment, memorabilia and the vehicles Brian is working on.

Brian is a world renowned coachbuilder who worked at Lindsay Fox's Car museum for 30 years, and now operates in Sydney.

He has also worked closely with GMH designers building a prototype in collaboration with GM and a



Government grant.

With some fine catering by partner Kerrie, Brian presented a fantastic insight into what is involved in building cars from scratch, with a slide presentation, a tour of the workshop and answering questions along the way.

Brian exudes passion for his trade, and being an excellent communicator took us through his history and then into the details of some of his projects.

He is currently building a replica Porsche 550 in aluminium, (the same car that James Dean was killed in). It is exact to scale to the nearest millimetre, and will take approx 2000 hours to build.

He is also working on 4 other car projects.

The detail of his presentation had us all enthralled throughout the event.

If you are into cars this is an event not to be missed. Brian has a facebook page (Brian Tanti's workshop) for anyone wanting to follow progress on the Porsche replica build.

Carl Moll





Canberra Chapter Sutton Pie run.

Who said all Canberrans hibernate during winter? For the second weekend running, despite the temperature and threat of rain, a large group of local VW enthusiasts got their cars out for a cruise and get together.



I was even able to convince my beautiful bride to join us on this cruise, as the lure of Sutton's infamous pies and coffee was too hard to pass up. Also the fact we love these small villages dotted around Canberra with their wonderful old architecture and charm that these small country towns are known for.



Once again we met at Old Parliament House before 17 cars cruised up the Majura Parkway and on to the Federal Hwy, heading for the small hamlet of Sutton, just north of Canberra. Once there we stopped at the Sutton Bakery for their famous pies and great coffee. As usual, the bakery was very busy; however we all got our desired variety of pie and were able to secure a table in the corner of the courtyard, where stories and tales were told, usually with VWs as the main subject.

After everyone was fed, it was decided to continue on another 15kms to the small village of Gundaroo for a beverage around the fire in the well-known Gundaroo Wine Bar. Whilst titled a wine bar, think quintessential country pub and you'll have a good idea of the ambience and feeling of this bar.



We pulled up outside the Caledonia Store in the main street, now a private residence owned by one of the local VeeDub enthusiasts. Built in 1880, the Caledonia Store was





once the commercial centre of the town and one of the largest buildings in the area. It provided a great backdrop for a few photos with the cars and kept the owner busy fielding questions on the building and region's history.

After a couple of cleansing ales by the fire, the group started to disperse, with some taking a scenic route via Murrumbateman and others driving straight back to Canberra.

Overall, it was another fantastic event for the Canberra Chapter. It's so great to see large numbers joining us even when the weather is not the kindest. Our next event is to travel to Berry for the Blast from the Past event on 07 July. We hope to see many of you join us for this event. Please keep an eye on the Facebook page for details of the cruise options to Berry.

Willie.

Flat Four Coffee Run.

With a forecast of rain and possible hail for Sunday 23rd June, Flat Four Vee Dub Club's Yallah Woolshed was sure to be a washout.

Well, forecasters get it wrong and the weather could not have been better. The rain came long before the rumble of Volkswagen engines filtered through the streets of Wollongong. The air was crisp but the sun shone brightly for those dedicated enough to attend the open invite event's third annual running.

A group of over 30 VW drivers, cars and families congregated at Wollongong harbour prior to the cruise down to Yallah woolshed for some hot coffee and a bite to eat.

There truly is no better sight or feeling than that of a line of VW's cruising along the road on a sunny Sunday morning. The group broke up slightly but for the better part stuck together for the short but enjoyable drive.



Young or old, classic or modified, watercooled or aircooled all were welcomed by Flat Four Vee Dub Club.

So, for those who missed it this year you have to put it in your diary for 2020.

We will look forward to seeing you then and don't forget to keep your ears to the ground for other events the club extends open invites for.

Rod Raymond



Urgent media request.

Our club was contacted by Sydney Morning Herald a short while ago with regards to anyone that would like to talk about their VW and have their photo and story in Saturday's edition, 15 June 2019.

The story required a photo of a brightly coloured Beetle, with its owner for a story.

Due to time constraints, the photo shoot needed to be done by Thursday afternoon, 13 June 2019, or the latest, first thing Friday morning, 14 June 2019, only a couple of days after we received the email. With such a short time frame, sending out a global email to all members was the only way to let everyone know in time.

The preference for the story was for someone who may have both a post 2000 Beetle and a classic air-cooled Beetle.

The journalist Joshua Dowling was prepared to travel anywhere in the Sydney metropolitan area, including the fringes of Sydney's north, south or as far west as the Blue Mountains in order to get the right car.

The response from our members was so great that Joshua soon requested us to ask that people cease contacting him, which we also did.

This is the result, which was published on the Caradvice website and the SMH's business website, but NOT in the Saturday or Sunday newspaper as promised.

Why they don't make them like they used to.

While sales of modern retro cars have hit reverse, a growing number of younger buyers are snapping up original classics.

Sales of new vehicles with 'retro' looks have hit the brakes - but millennials are driving a resurgence in original classic cars from the 1960s.

Demand for the the modern Mini Cooper range, and the diminutive Fiat 500 have fallen by more than 30 per cent over the past three years. The retro-look Chrysler PT Cruiser was only sold here from 2003-2006, while the current Chev Camaro and Dodge Challenger have never been sold here.

The new generation Ford Mustang fell 30 per cent in 2018, but sales have recovered strongly since production of the Falcon ended and the successful debut of the Mustang in V8 Supercar racing this year.

The Golf-based New Beetle was sold here from 2001-2012, selling only a few hundred a year compared with twenty-thousand Golfs. The modern version of the iconic Volkswagen Beetle was discontinued in Australia in 2016 after just three years on sale and there is no plan for a replacement.

However, a new generation of buyers are snapping up original classic cars from the 1960s



and '70s.

Kat Hawke, 27, from Sydney's northern beaches, bought a 1973 VW Super Beetle last year and shares the car with her boyfriend.

"I think it's the nostalgia factor," says Ms Hawke. "We've grown up watching our parents show us photos of these things and talking about the 1960s and '70s ... and the carefree lifestyle.

"Life's a bit too chaotic now," she says. "It doesn't matter what's going on at work, you can go back to basics, cruise, and be happy. It's impossible to be unhappy in a Beetle."

Her bright green Superbug lacks power steering, air-conditioning and Bluetooth - and there's only AM radio.

It also lacks modern safety equipment.

"The closest thing you'll get to an airbag is a paper bag blown up and zip-tied to the dash," says Ms Hawke. "But the only time I feel unsafe is when people remind me how much safety has improved in modern cars."

Ms Hawke says she's too busy threading the Beetle through traffic rather than worry about its flaws.

"People in modern cars tend to forget how to drive around old cars," she says. "They're a bit like trucks. You've got to give them a bit more braking room, they don't turn on a dime."

As for reliability, she says: "Look, they're old and things go wrong with them, you do have to keep up the maintenance."

Andrew Macarthur is part of a family business that has run a new-car dealership in the Blue Mountains for 25 years.

But three years ago he and his brother started selling classic cars out of a nearby warehouse in Katoomba and called it 'Sunday Motors' after noticing a shift in the market.



Macarthur says while demand for cars like the new Ford Mustang was driven by baby boomers, a growing number of younger buyers want the original classics.

"There are really two types of buyers, but they're both looking for the same thing," says Macarthur. "Some people want a classic vehicle as a second car, to drive on weekends. But we're also finding that a lot of young people now don't need a car during the week, they catch public transport, but they want a classic car for the weekend."

Retiree Joseph Buttigieg, 70, owns both a classic VW Superbug from 1973 and a modern version made in 2016 - and can't understand why the new version wasn't more popular.

"I'm a little bit surprised with the young folk because they want everything automatic ... and these cars are not quick and they're always in a hurry," says Mr Buttigieg. "And you really have to concentrate when driving. You have to use all your senses."

Mr Buttigieg says he prefers the new Beetle for long trips but he tries to drive the old model every day, depending on the weather.



"If it's a nice day I will take it up to the shops, but if it's raining, it stays in the garage. It doesn't see the rain," says Mr Buttigieg, while pointing out the washer jets for the windscreen wipers rely on pressure from the air in the spare tyre under the bonnet.

As for the modern Beetle, Mr Buttigieg says he's sad Volkswagen has decided to end production.

"I think more people would have bought the new Beetle if it wasn't so expensive," says Mr Buttigieg. "Volkswagen charged \$36,000 for a car with the same equipment as a \$25,000 Golf, so you're paying for the design. And I think people figured that out."

Joshua Dowling

Big rise for VW.

The Sydney Morning Herald, Tuesday 8 February 1972

The sale of Volkswagen passenger and commercial vehicles in Australia rose 17.2 per cent last year, Mr W. R. (Dick) Higgins said yesterday.



Mr Higgins, the general manager of Volkswagen Australia Pty Ltd, said the most significant gains were made by the Superbug (up 19.6 per cent) and one-ton commercial range (up 30.2 per cent).

The impact of Volkswagen's commercial vehicle increase was demonstrated by its 43.2 per cent share of the light, forward control van market, he said.

In the past two years, Volkswagen embarked on an impressive comeback by notching up a 33.4 per cent sales increase in Australia, despite an overall market growth of a meagre 3.7 per cent.

Mr Higgins said Volkswagen would continue in 1972 to benefit from the general shift from medium cars to smaller economy-orientated vehicles.

VOLKSWAGEN!

WEEK-END WONDERS!

LIMITED NUMBER BRAND NEW
VW 1600 SUPERBUGS

TO BE SOLD THIS WEEKEND FOR THE
ABSOLUTE MINIMUM
BE EARLY!

House of David

LANE COVE RD 88 0272



NORTH RYDE 88 0273



The endless road.

You might not realise it, but we are so lucky to live in Australia. It's a land of endless roads and adventures.

Millions of kilometres of tarmac roads and even more gravel and dirt roads zigzag the country. If you had the time and money, you could just drive for years and see different scenery every day.

Who's got the time and money?

A lot of us get trapped in Sydney, just trying to pay the bills and live our dreams.

Fortunately, New South Wales has just about everything you could want for a road trip. Beaches, deserts, vast plains, thick gum forests, snowy mountains, major cities and lots of lovely little country towns.

It's these small towns that are struggling with the drought and many other problems. Some smaller towns and their people are doing it tough. They live a dusty and isolated



life, 24/7.

It's not uncommon to see half the shops in the main street shuttered and empty. So anybody in town spending money is important and vital.

The central west is especially doing it tough at the moment and could really do with a few more people driving through.

Every long weekend there is always some sort of festival happening. So maybe you could plan something?

But if you don't know where to start, I have a three-day trip for you.





Sydney, Lithgow, Mudgee, Coolah, Coonabarabran, Dubbo, Wellington, Stuart town, Orange, Bathurst and back to Sydney.

Take your late-model VW with air-con if you want some comfort. But stay in the local motels and support the towns you pass through by stopping and buying something, even if it's just a hamburger and a drink.



You might get a stone chip or two, run up another thousand kilometres on the odo, get some bug splats and put a bit of wear and tear on your Volkswagen, but it's for a good cause and it won't affect the value of your car.

Just watch out for skippy - thank you.

Ashley Day

Undercover.

If you want to stay ahead of the pack, it pays to pick Volkswagens that are going to be classics in 3 or 4 years' time. The only problem is that you have to wait 3 or 4 years to get paid.

Storage is another problem, and if you had to pay for storage it's just not worth it. But if you do have an undercover car space or two spare, it seems a shame to let it go to waste. Especially when you could make yourself a little bit of money in the future.

Pace it out. If you have 4.5 metres by 1.7 metres you can jam a Volkswagen in there.

I'll let you decide what type of Volkswagen you would like to store, but my

suggestion is vehicles from the first half of the 1990s - that is, 1990 to 1995. That would include Golf 1 Cabrios, Golf 2 GTIs, Golf 3s and Ventos, and even the first Gen 3 Polos and Gen 4 Passats. T3 and T4 Transporters are also worth considering.

If you can't get an undercover space, don't bother because the elements will take too big a toll.

To store a Volkswagen for the future, this is what I do.

Give the car a really good clean and vacuum. Drive the car into position, disconnect and remove the battery.

Place Talon rat and mice killer in the engine bay and in the interior.

Put in the boot any spare parts that might come in handy later.

Buy a car cover and throw it over your investment.

They only cost \$20 at K-mart. This will keep dust out and cut



ultraviolet damage to the interior.

It always pays to keep vehicles in rolling condition at least, because of the threat of bushfires. You might need to move the car at short notice, so don't put it up on blocks.

Every six months or so, go around and pump up all of the tyres. Don't worry about flat-spotting the tyres. By the time you pull the car out to be used again, it will need new tyres anyway.

Every now and then you should connect up the battery, start it up and let it run for a few minutes.

Always lift covers and check for ants (especially after rain).

Make sure nothing is going to fall onto your investment, like brooms, rakes or pushbikes.

Don't ever stack boxes of junk on bonnets, roofs or seats.

It's not really about making money, it's more about pulling out of the shed a cool Volkswagen in the future - one that is not appreciated so much now but will be in demand in a few years' time. Maybe for you, or maybe for the next generation.

Ashley Day



Puerto Rico VW collection.

Bob Golfen, classiccars.com

What's being called the largest single collection dedicated solely to Volkswagens, with more than 150 VW vehicles included, has been brought to market for individual sale.

More than 150 vehicles of many types are being sold individually.



An early 1952 Volkswagen Beetle, sought after by collectors | Oldbug.com photos

Beetles, Buses, Karmann Ghias, squarebacks, fastbacks, customs, dune buggies, even a couple of rare models made in Brazil, are up for sale on the VW-dedicated website Oldbugs.com. Among them are quite a few rare early Beetles, and most of the rear-engine, air-cooled collector cars look to be in restored or very good condition.

A number of the cars have been sold already, but there are still plenty available for the many VW fanatics who love them.

One caveat, however, the VWs are located in a small town in Puerto Rico, making them somewhat inaccessible for inspection and requiring shipping after the sale. Also, many of the cars have been sitting for years in static display and will need sorting before they can be driven.

The story goes that a doctor in the Yauco, Puerto Rico, got hooked on Volkswagens at an early age and found it



A juicy lineup of early Beetles



An original 1962 VW bus ambulance

irresistible to gather together every type on which he could lay his hands, restoring them himself and eventually creating a museum and meeting place for fellow aficionados.

The doctor called his museum collection Volkyland, a play on Disneyland, and it was indeed a theme park for the Vee Dub crowd.

Along with the vehicles for sale are a number of pieces of VW memorabilia.

On the web site, each car for sale is accompanied by a gallery of photos, although there is little accompanying information about history or condition. The picture array alone is interesting enough to spend some time scrolling through.

To view the Volkyland collection, visit the www.oldbug.com/volkyland.htm website.

(Note – sale of all these vehicles has now been completed – Ed.)

Thanks to Carl Moll for the article

Carl's point to ponder.

Hi Phil, Another great mag in June. Congratulations to you and the contributors.

As this could be a touchy subject I wasn't sure if the small contribution below is appropriate for our Zeitschrift.

Anyway I thought I would let you see it to consider if it has merit.

Cheers, Carl Moll.



What do I do with the VW treasure trove?

I think this a question all VW Owners (and other car club members) should consider.

I raise this issue as I went to the VW Nationals, and I saw lots of VW friends who are getting on in years, on walking sticks and with various health issues. As unpalatable as this subject may be, it's a reality of life.



So what happens if your family/ relatives are not interested in your passion, the cars or the spares corner in the garage, what happens to all the "treasure" when you pass on?

Reflecting on my own situation, (Although I hope to have at least another 25 or so years) I know that all this stuff is a treasure and valuable to the VW car club fraternity, and I would hope someone from the club could assist my family with all the spares (and maybe the cars) if I am not here anymore.

It may be something to talk to your family about, include instructions in your will (Have you got one?)

As we say: Classic not plastic. "The legend never dies"

Carl Moll

T3 Transporters.

I have been lucky enough to own and drive all of the different generations of VW Transporters over the years. I do love the late model T6 and T5 Transporters, but as new or almost-new vehicles they can be expensive to buy - and hellishly expensive to repair if things go wrong (but that's another story).

People won't tell you, but honestly, split-window Kombis (pre-'68) are horrible to drive and they are not very safe for you or your family. Sometimes you're better off to be thrown out of them in an accident - they have no modern crumple zones at all.

Second-generation panoramic windscreen Kombis ('68-'79) are much better, with front disk brakes, double-joint suspension and a proper front crumple zone. But nowadays I find them getting a little old. They were great in their day.

Fourth-generation T4 Transporters ('92-'04) are very good, but they were the first models to have the engine in the

front, for engineering, cost, and efficiency and safety reasons, making them very different from older Kombis.

I just love T3 Transporters ('82-'92).

They are the last of the rear-engined VWs. They are bigger and stronger than the more common previous T2 Kombis, and they don't feel as old and sloppy, making them more fun to drive.



I think they are the Kombi for the connoisseur.

They are a little bit harder (maybe a lot harder) to work on than earlier Kombis, but this is part of the challenge and the fun. Most mechanics won't go anywhere near them, and even some independent VW shops don't like, or refuse to touch them, so you are going to have to do most of the work yourself.

If you were to drive one out the bush, there isn't anybody that can work on them, so you will have to fix it yourself. But no job is impossible. You just have to be patient, and take your time.

Buy some good workshop manuals on Ebay and read them thoroughly.

Water cooling corrosion, brittle fuel lines, hydraulic lifters and electronics bugs are all challenges, but even changing the wiper motor can take over five hours. I know this from personal experience.



But don't let this discourage you, I still think they are the Kombi to have and drive on weekends. And if you have ever worked on a T2 Kombi, you should be able to work on a T3. The engine hatch is lower and bigger, for starters.

Please don't even think of putting a Subaru motor in a T3, because it's not a Subaru. If you want a Subaru, go buy one. I'm sure they're good cars.

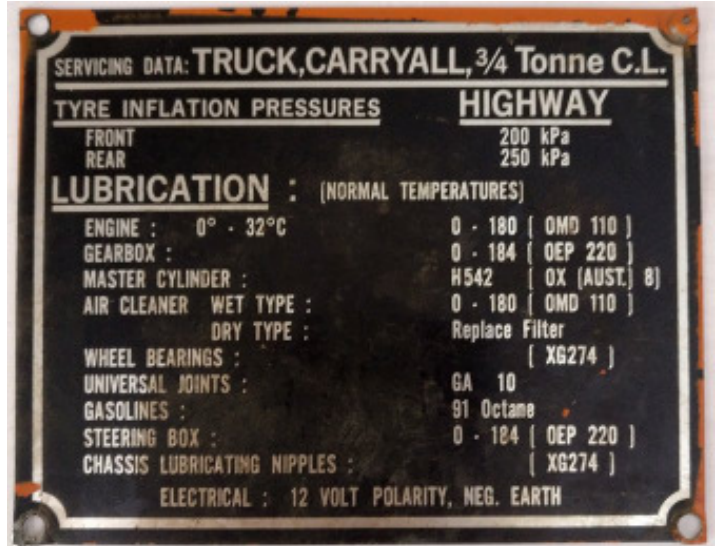
Ashley Day

Klub Korrespondenz.

From: "leanne wakefield"
 To: editor@clubvw.org.au
 Sent: 3/9/2019 12:30:02 PM
 Subject: Trying to confirm my Kombi is ex-military

Hi I was wondering if you could help please.
 I am pretty sure going by the colour of my Kombi when I had it stripped down to be restored it was military green. It has all the things that you wrote about in your Australian history article which is amazing in tracking down my Kombi history from Australia. I live in the UK.

#kombi #vwkombi #cprforyourkombi



I imported the Kombi from Australia in 2016. Are you able to help with any info please?

Kind regards

Leanne

Hi Leanne,

Thanks for your email, and interesting photos.

Yes, from what I can see of the inside, there's little doubt your Kombi started out with the Army. They were basic ('plain') Microbuses, painted and prepared at the Melbourne factory for the military. The black and white badges in your photos with the specs are not Volkswagen badges; they were fitted by the Army. They even specify the supplier (VW Australia) and the supply contract number!

The two numbers in the engine bay on Australian Kombis often cause confusion. The lower number, fully stamped into the panel, is the chassis number and confirms it as a 1975 model (the beginning '2252' means a Volkswagen Type 22 - a Microbus - the '5' means 1975, and the last '2' is the second series of 225 numbers, to separate it from 1965 cars). The other number, stamped onto the spot-welded strip just above the chassis number, is a body kit tracking number used by the factory when they were assembling it. It doesn't mean anything.

The Compliance Plate, which was affixed by VWA as the car was consigned for sale, shows that your car was built to comply with certain Australian Design Rules of time. All new vehicles had to meet these (and many more in later years). If you're interested in what the design rules are, the list is at the link here:

www.infrastructure.gov.au/vehicles/design/

The plate also shows that your Kombi is a model 224 (Microbus, RHD, left-hand sliding door) and it was consigned for sale and registration in 4/75 (NOT when it was built, but it would have been only shortly before this). And it can be registered to seat 9 people.

Australian VWs were fully locally manufactured from Australian steel up to 1968, but crippling costs on such a low turnover ended this in 1968. From then until the end of 1976 Australian VWs were locally assembled from imported German body panels and mechanical components, with some local parts such as glass, wire, tyres, batteries, trim, paint etc. That's what your Kombi is - an Australian-assembled German-manufactured vehicle. Beetles and Super Beetles, Type 3 models, and even Passats and Golfs were also assembled here up to late 1976 and early 1977, by which time Nissan had bought the factory. All VWs since have been fully imported.

Unless you have the registration papers and service records in the glove box folder, there is almost no way to track the history of the vehicle or know who the previous owners were. Like the USA, each of our states have their own rego authority, and it looks like your Kombi was registered in South Australia. You could try contacting the authority there - they may have a 'historic' section for research purposes, but will charge you a fee:

www.sa.gov.au/topics/driving-and-transport/vehicles-and-registration

Only the previous owners could tell you when the car was repainted white and orange, and what else might have been done to it. But when it was an original army vehicle, it would have looked like the photos I've attached. This one is in



the Australian Army History Unit museum in Bandiana, Victoria. You could try contacting them - they might have more information on your Kombi, or Army Kombis generally:

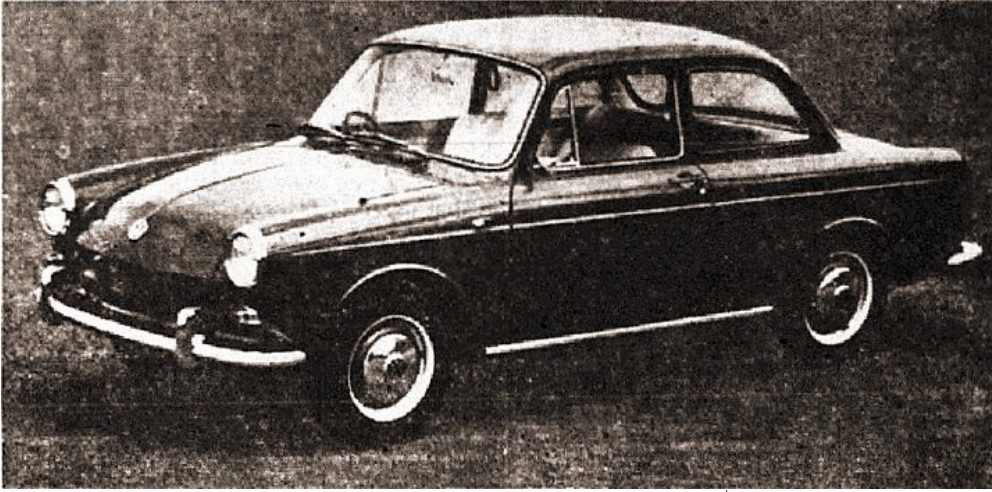
www.alburywodongaustralia.com.au/3471/the-army-museum-bandiana/

This is the link for the Army's History section:

www.army.gov.au/our-history/australian-army-history-unit

Kind regards

OMG you are awesome thank you so much. I brought it as a 1975 Kombi from Johnathan David Trubshaw in Sellicks Beach SA rego papers when it arrived into the country had it registered as 1971 on it. One of the owners over there has registered it incorrectly maybe not knowing how to read the chassis no like you do and I would never have associated them either but was confirmed by someone when I took it to its first show and shine that it was a 1975 by my chassis no. Thank you for such awesome info and for being so quick too kindness of regards Leanne



VW 1500 - A Finished, Comfortable Car.

The Sydney Morning Herald, Monday 4 February 1963

Road Tested by Sturt Griffith B.E.

The new VW 1500 bids fair to extend for another decade or so the basic Volkswagen design produced in the late thirties. My road test of the new model has satisfied me that the manufacturer's confidence in this design is justified, if one is seeking a quiet and comfortable touring car.

The VW 1500 is best described as a modernised and more powerful version of the Volkswagen 1200. The 'beetle' styling of the smaller car, which includes mudguards and running boards, has been replaced by a stylish envelope body which provides a luggage boot at both front and rear.

Two doors are retained, but pivoted rear quarter windows are used in place of the fixed windows of the 1200. A striking aspect of the new car is the high standard of the interior finish, with several features borrowed from the deluxe Karmann Ghia model.

On the structural side, the same platform chassis design (but wider) with a similar (but improved) trailing-arm torsion bar independent suspension is employed. The larger rear engine is greatly reduced in height due to the redesign of the main ancillaries, particularly dropping the fan to crankshaft level.

This permits a luggage locker above the engine, but it does reduce the unusual accessibility which is a feature of the smaller model.

Observations

The older Volkswagen 1200 will of course be continued, as the new car falls into a higher price group and is naturally somewhat less economical of fuel.

As to road performance, I found that the outstanding characteristics of the new car are its riding qualities, its excellent braking system, and its quick and easy cornering and handling.

The layout for the driver, and the greater space in the front compartment, are noticeable improvements and the individual seats are more comfortable and give good lateral support when cornering.

The floor gearchange remains unsurpassed, with synchro on all gears and offering an instant and easy change to any gear.

Only the steering fell a little below the general high standard of the other handling qualities. It is light and quick, and is positive enough at moderate speeds, but when cruising fast it permits a trace of weave, and allows small changes of course under sudden side-gusts in a strong wind.

Bottom-pivoted clutch and brake pedals are fitted, and, surprisingly, their pads are much higher than the throttle level, requiring unnecessary

foot lifting. The grouping of five switches in one close cluster on the fascia looks well, but requires the driver to search for the button he wants.

The proven principle of high gearing in top in the interests of slow engine operation and fuel economy is retained, and makes this a very relaxing car to drive on the open road. Of course it calls for more use of the gearshift, but this is no hardship in the VW.

Indeed, another feature of the 1500 is the unusual freedom from mechanical noise. One can hardly hear the engine or transmission in top and third gears. Good insulation has made this car quieter than many a front-engined car, and wind noise from the closed body is also negligible.

Test Route

The route crosses the Blue Mountains, and extends westwards to Bathurst, whence it turns south through rolling country to Blayney. It then goes cross-country by back roads to Millthorpe and Spring Terrace into Orange.

The return journey is by Shadforth to Bathurst, and from Lithgow across the floor of the Hartley Valley and by a cliff road to Mount Victoria, thence returning to the starting point.

The cars are driven for more than 250 miles (400 km) over balanced lengths of mountainous and flatter terrain having every type of road surface, and are put over strenuous test hills.

Performance

The torque-weight ratio of 82.5 lb-ft per ton (with a 3cwt (152 kg) load), and the power-weight ratio of 53 bhp per ton are higher than those of the 1200cc model. On the other hand, the new model is geared higher in all ratios, and in the exceptionally high top gear gives a road speed of 20.8 mph (33.5 km/h) at 1,000 rpm. Third is also high, giving 14.2 mph (22.8 km/h) at this engine speed.

The overall result is that the 1500 accelerates and climbs better than the 1200 model, and is faster in all gears. With such gearing, the 1500 naturally cruises at high speed for its size and will sit effortlessly on 70 mph (113 km/h) or better on safe highways. At the other end of the scale, using full throttle at low speed in top, the engine smooths out at 22 mph (35 km/h) and comes to life around 35 mph (56 km/h).

The acceleration times were:

THIRD GEAR: 20 to 40 mph in 8.1 secs; 30 to 50 mph in 8.9 secs; 40 to 60 mph in 10.3 secs.

TOP GEAR: 20 to 40 mph in 16.6 secs; 30 to 50 mph in 15.8 secs; 40 to 60 mph in 17.1 secs.

Using first, second and third gears, 0 to 50 mph (80 km/h), took 12.5 secs.

The regular test hills were climbed in third gear, as follows:

RIVER LETT (2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): A moderate climb, assisted by good cornering, at 40-33-47 mph (64-53-76 km/h).

FITZGERALD'S MOUNT (one mile (1.6 km) long, average gradient 1 in 11, maximum 1 in 10): A steady ascent at 50-45-43 mph (80-72-69 km/h)

Roadholding and Handling

The 1500 corners nimbly, showing about neutral steering characteristics up to quite high speeds, when a trace of oversteer may develop.

Road tenacity is surprisingly good on dry bitumen, and

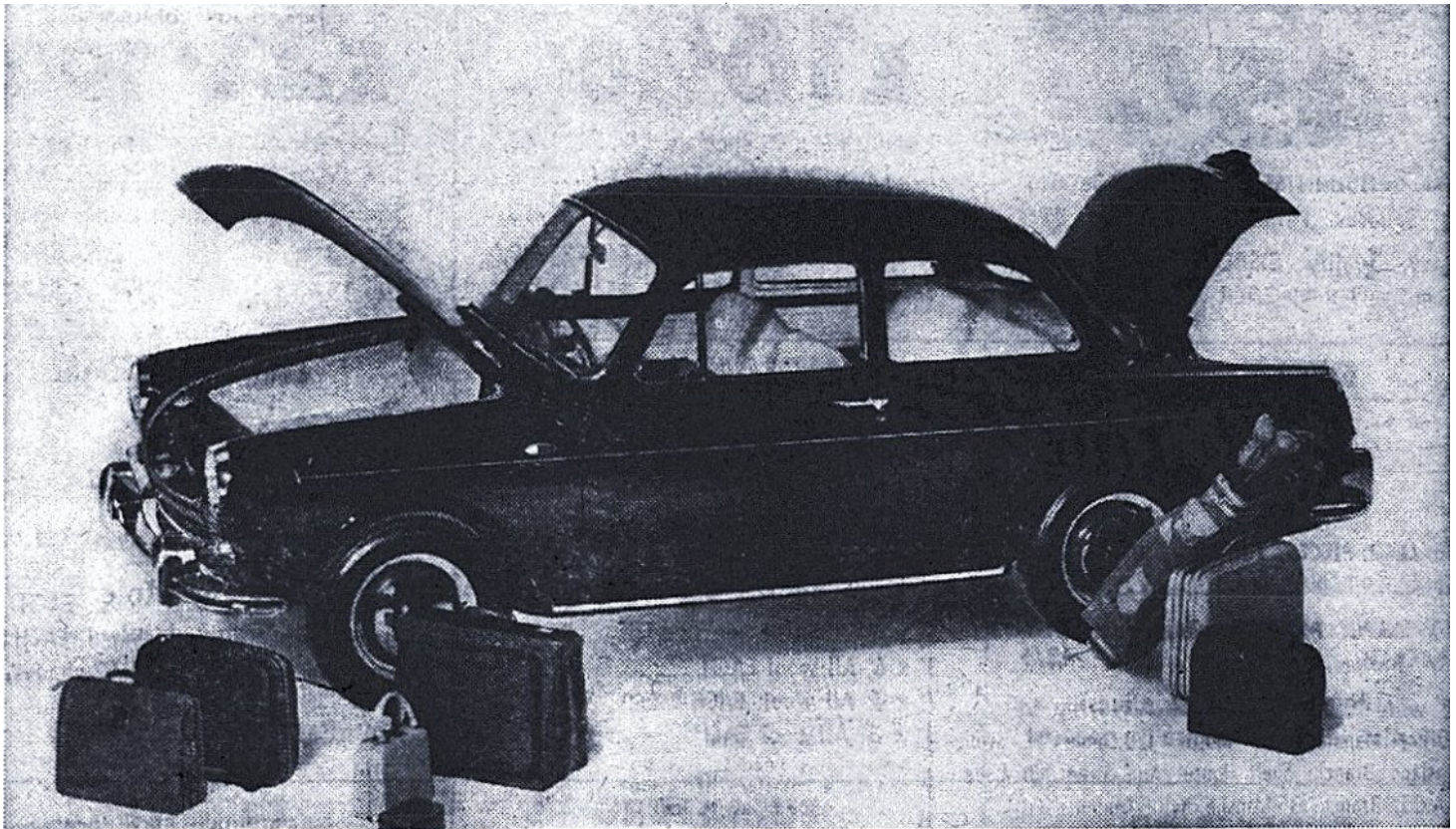
good enough in the wet. The rear wheels will break away first when the limit of adhesion is reached, but can be checked instantly with very little use of the wheel. Roll is well controlled, and altogether I enjoyed cornering this car at lively speeds on winding mountain roads.

As may be expected with large wheels shod with 6-inch tyres, and an all-independent suspension, riding is good. There is only slight tremble on indifferent bitumen roads, and the car has the ability to handle bad potholes and corrugations without too much bounce and without any bottoming.

The worm and roller steering mechanism is hydraulically damped, so that only slight reaction is transmitted to the hands over stony roads. It is quick in action, with 2.8 turns from lock to lock. The turning circle is rather substantial for the wheelbase, at 36.5 feet (11.1 m).

The drum brakes give an excellent performance. Only a touch is necessary for moderate braking, and a firm pressure will produce an emergency stop. The lining area of 124.5 square inches (803 cm²) ensures fade-free operation.

The handbrake of the pull-up type under the left hand, promptly stopped the car down the Victoria Pass (1 in 8).



But where's the engine?

Think it looks conventional? Then try to find the engine.

You won't find it under the front bonnet; that's all luggage space.

Or at the back; that's more luggage space.

How many cars have two boots and no engine? Not even the VW1500, unconventional as it is.

What our designers have done is squeeze a 53 b.h.p. engine into an incredibly tiny space, flattened it out, and tucked it away under the second boot at the back.

You don't even open the engine compartment to check the oil. Intrigued?

Now go inside.

Seven heater and fresh-air vents, two front

bucket seats that lock in 56 different positions, one stubby gear stick, four forward gears (including overdrive), with synchromesh on all four, three ashtrays, two map-pockets and no choke button (that's automatic).

Reliable? It's a Volkswagen.

Just like the VW1500 station wagon, the familiar VW1200 sedan and sunroof sedan, and the Karmann-Ghia coupe.

Drive one, two, three, four Volkswagens.

Or all five.

VW1500 Sedan — £1199 tax paid. VW1500 Station Wagon — £1249 tax paid. VW1200 Sedan — from £849 tax paid. (Prices for State capital cities.)

Volkswagen (Australasia) Pty. Ltd.



Driver's Layout

The individual seat is most comfortable and has a leg length adjustment of 4in (10.2 cm) and an adjustable squab.

Vision is good in all directions, save that the screen pillars are quite bulky and occasionally interfere with the driver's vision into corners. The wheel is low and is well spaced from the body.

The rear mirror is wide, but trembles slightly. The wipers have an ingenious rheostat control of speed and are assisted by screen washers, the bottle of which is air pressurised at the garage.

The short gearshift is on the central tunnel. The instruments comprise three small binnacles before the driver carrying a clock, a speedometer and a fuel gauge. The four warning lights are none too prominent in daylight.

In addition to the cluster of switches on the right of the fascia, there is a single arm projecting from the column which controls turn indicators, overtaking lights (flashing main beam) and high-beam dipping, and also parking light

selection.

The driver's window requires three turns of crank for full movement. A steering lock is provided.

Technical

At an average speed of 43.1 mph (69.4 km/h) over the test route, the VW 1500 gave 36.6 miles per gallon (7.7 L/100 km). Based on the loaded weight of 20cwt (1020 kg), this is equivalent to 36.6 ton-miles per gallon and gives a fuel speed factor (ton-mpg x average speed) of 1,580. The fuel tank yields a fast cruising range of 320 miles (515 km).

The flat-four engine in the rear is air-cooled by a shrouded fan, and has a bore and stroke of 83 by 69 mm and a low compression ratio of 7.2 to 1. An oil bath air cleaner is retained, and while the motor has an oil strainer there is no external oil filter provided.

The engine is behind the rear hubs and the drive is taken forward to a gearbox ahead of the hubs, then taken back to a differential casing from which the half-axles extend to the rear wheels.

The car is built about a platform chassis with front and rear outriggers, and the front suspension is by trailing arms and long transverse torsion bars. Similarly, the outer ends of the rear axles are located by trailing arms in turn mounted on torsion bars. Telescopic dampers are fitted all round.

The all-synchromesh gearbox has overall ratios of top, 3.7; third, 5.4; and second gear 8.3 to 1.

Body

The two doors open almost at right-angles to give easy access to the front compartment. The front squabs fold forward to permit access to the rear compartment, but they are locked against forward movement under impact when the doors are closed.

The front individual seats have a generous width of 21in (53 cm), but its cushion is rather too firm. Anchorages are provided for sash-type safety belts for both compartments.

There is now considerably more space in the front compartment and generous head room, with a seat to roof measurement of 37½in (95 cm).

The rear seat is higher and the clearance is reduced to 34in (86 cm). Leg room is ample in front and reasonable in rear.

The interior of the VW 1500 is particularly well finished, with a padded fascia top and matching door trims, modern hardware fittings of high quality and the use of first-class synthetic material for the seat coverings. The moulded rubber mat which covers front and rear floors is not quite in keeping with the rest of the interior.

Ventilation and temperature control is provided by a fresh air supply to the front floor and a quite noisy draught to the front screen, as well as a heater to these points for winter use. Additional vent panels are provided in the front door windows, and the rear windows pivot open to provide draught-less ventilation for the car and particularly the rear seat passengers.

Arm rests are fitted on all doors and there is an assist bar for the front passenger and assist straps for the rear occupants. The fascia glovebox is augmented by flat pockets in the doors.

Luggage accommodation is now provided at front and rear, the former compartment measuring 3½ by 2½ feet (107

1500



**Most exciting invitation
we've ever made.**

DRIVE ONE!

Come in and meet the VW1500 sedan. There's a station wagon, too.

Handling? Reliability? Let's put it this way, they're Volkswagens.

Rear engine, road grip, torsion bar suspension, air-cooled engine, and a gear shift that looks and moves fast.

Think it's conventional? Don't let the elegant lines deceive you. A car with two boots (one back and front), seven heater

and outside air vents, three ashtrays and no radiator is anything but conventional.

But why not take a close look. Our doors are open and so are the Volkswagens!

Including the familiar VW1200 model, as well as the new VW1500. And what could be better than one kind of Volkswagen? Two.

VW1500—from £1199 tax paid.
VW1200—from £849 tax paid.

THE HOUSE OF DAVID

EDEN PARK.

Lane Cove Rd., North Ryde.

Phone **WW0272, WW0271 or JY1886.**

x 76 cm), with an average depth of 11 in (28 cm). The rear compartment is 3½ by 3ft (107 x 91 cm) and has a depth of 9½ in (24 cm).

Lights are provided in the boot, and the body exterior is finished in baked enamel.

Summary

The VW 1500 is a five-seater of moderate size, distinguished by comfortable riding over almost any surface, and by an effortless fast cruising speed.

The car does not yield a high performance in top, but with free use of the gearbox it will maintain good average speeds, with reasonable economy.

The VW handles pleasantly and easily, and shows out well on winding roads or when the going becomes rough.

The car tested was made available by the distributors, Lanock Motors Ltd.

About This Car:

SIZE: Five-seater, reasonable luggage space. Wheelbase 7ft 10½ in (2400 mm); overall length, 13ft 10½ in (4230 mm); tracks, 51½ in and 53 inches (1308 and 1346 mm); clearance,

6 in (152 mm); fuel tankage, 8.8 gals (40 litres); tyres 6.0 x 15 in.

WEIGHTS: Unladen kerb weight, tank full, 17cwt (865 kg); laden weight as tested, 20cwt (1,020 kg).

MECHANICAL: Flat four-cylinder air-cooled engine (in rear) of 1493cc capacity, developing 53 horsepower gross (RAC 17.1 hp) and 82.5 lb-ft torque (112 Nm). Four speed transmission. Separate platform chassis with backbone, on all-independent torsion bar suspension.

MAXIMUM SPEEDS: Top, 79 mph (127 km/h); third gear, 70 mph (113 km/h); second gear, 48 mph (77 km/h).

FUEL CONSUMPTION: 36.6 miles per gallon (7.7 L/100 km) at 43.1 mph (69 km/h) over the test route.

PRICE: Imported saloon (not yet made in Australia), £1,199 (incl. sales-tax).



VW7418

Two-car family

What do people admire in the familiar VW1200?

The word 'reliability' sums it up. The way it runs up high mileages without getting the bugs you do in most cars.

Same with the new VW1500.

It's a Volkswagen from its wide front boot to its unexpected back one. (Why have only one boot, in the front, when a flat, 53 b.h.p. engine makes room for a second one, at the back?)

And why not have the boots unlock from inside the car, instead of outside?

They do in the VW1500.

It has four heater and three fresh-air vents, a speedo that's fast, a petrol gauge that's slow

and a clock that's just right.

Cruise at eighty if you wish. All day. And all night.

You don't stop very often for petrol, and never for water, because the engine is air-cooled so it can't boil or freeze.

Now we're talking about both Volkswagens.

Are you?

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VW1500 Station Wagon — £1249 tax paid. VW1200 Sedan — from £849 tax paid. (Prices for State capital cities.)

Volkswagen (Australasia) Pty. Ltd.



Jeff's internet whatnots.

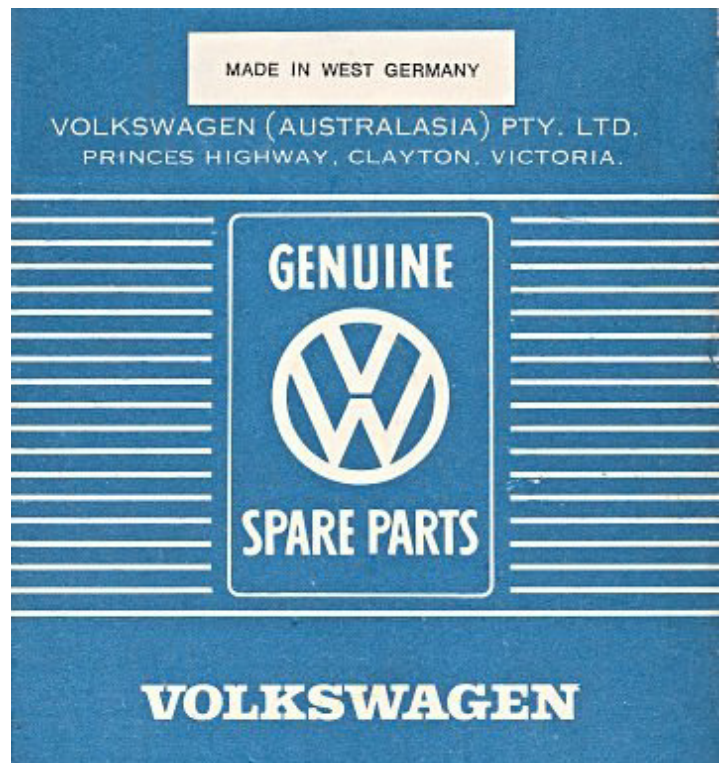
I enjoy finding interesting Volkswagen pictures on facebook, and on various internet pages from around the world. I've also taken some myself and posted them up.

Here's some of the interesting ones that I've found. I hope you enjoy them.

At Brighton beach in Victoria they still use historic wooden changing sheds. They call them 'bathing boxes.' They're more than 100 years old and have been painted up in bright colours. Here's one I really like.



Do you remember when you bought new factory spare parts from your Volkswagen dealer, and they came in boxes like this? VW Australasia at Clayton was disbanded in 1968. 'West Germany' hasn't existed since reunification in 1991.



This 'Volkswurst' food Kombi was spotted in Pitt St mall in the city. They were selling Kransky and Bratwurst sausages. It even had 'WURST' number plates.



One my favourite places to go on a Saturday night is to Valvoline Raceway at Granville. This used to be known as Parramatta Speedway.

It was built on the old Granville Showgrounds and opened as a dirt track racing venue in 1977. After the closure of the old Sydney Showground track in 1979, and Liverpool raceway in 1989, it's the only speedway circuit in Sydney. Every Saturday night they run a mix of sprintcars, V8 Modifieds, fender-benders and smash-up derby. It's fun.

One time when I was there I saw this racing Volkswagen sedan. It was stuck and had to be towed.



Sometimes you can be lucky to see an overseas Volkswagen model on the road, one that has never been sold here. Here's a VW Touran that we spotted in Sydney.



Here's another VW food truck that was spotted in the Rocks on Australia Day. It would be good to see some of these at the VW Nationals.



My Bug made a friend. This is at the local shopping centre. It's a VW Vento, which is the booted sedan version of the Golf 3. It was only sold here from 1994 to 1997.



Wouldn't it be fun if the NSW Police used these.



I thought this would be a good spot to stop and take a photo. It suits my Bug.



I saw this really nice VW Superbug on display at McCarrolls Volkswagen at Hornsby. It's in excellent condition. The blinkers are in the front bumper.



The city is a real construction site at the moment as they build the new metro rail stations. This building site on Hunter St has some very interesting historic Sydney photos mounted on the boarding.



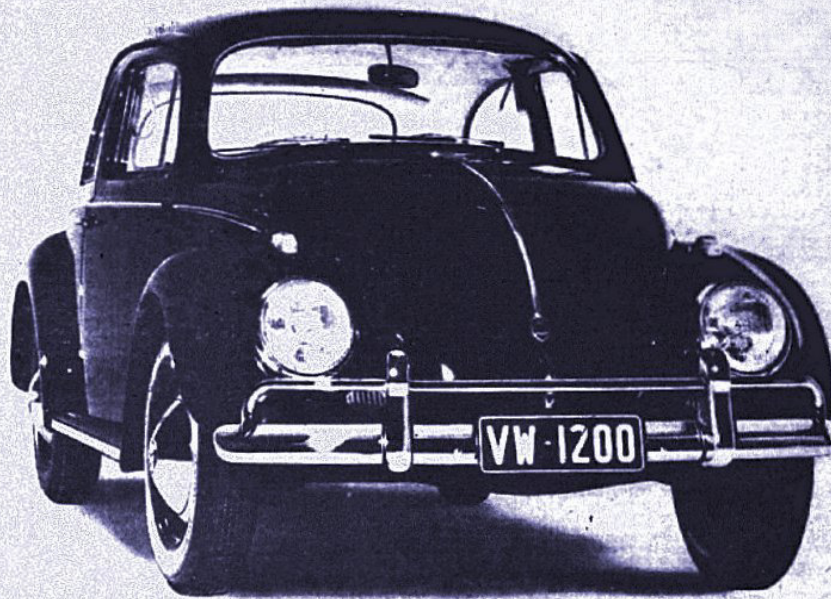
Look at this closeup on the boarding. It's a shot taken at the corner of George St and Hunter St, taken in 1961. There are two VWs in the old photo.



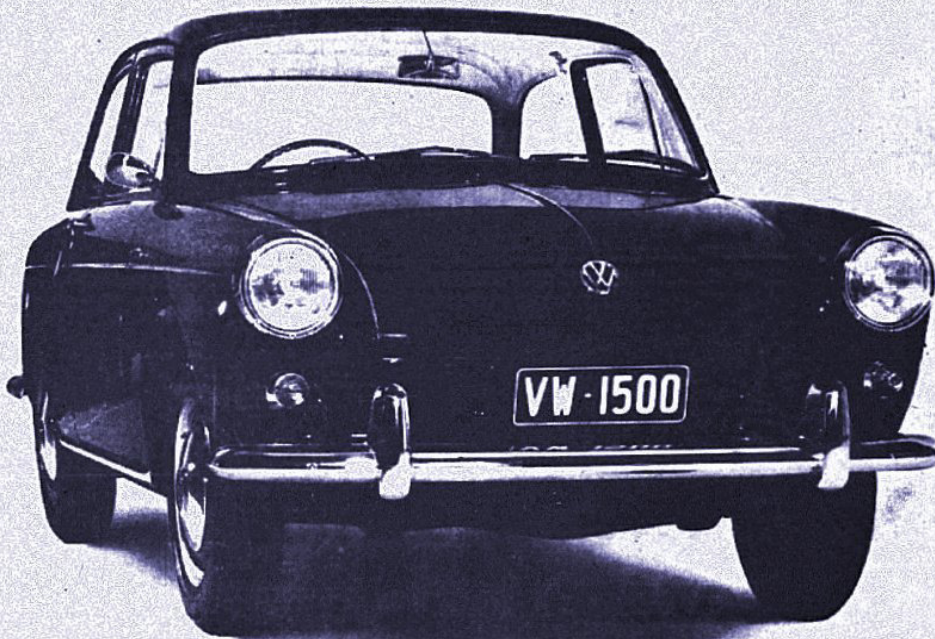
Just in case your'e not familiar with Sydney city, this is my shot of that exact same spot, taken this year. Things have changed a lot. But the old building on the far right is still there. You can tell by the window!

Jeff Swords





Welcome



Stranger.

It's the VW1500 sedan. (There's a station wagon, too.)

As you'd expect in a Volkswagen, the elegant shape covers a lot of surprises.

For example: two boots, seven heater and outside-air vents (mix your climate the way you like it), three ashtrays, four armrests, no radiator, and one question. It's this: do the VW1500 models replace the familiar Volkswagen 1200?

No.

What they do is take a great success and build on it.

That's why our VW1500 designers used the things that make all VW's so reliable.

Take the radiator. There isn't one. Because air cools better than water, and it doesn't boil or freeze.

And, like the VW1200 you know so well, the VW1500 has the engine in the rear. The engine is 16 inches thin, insulated, and makes room for a second boot. Your extra luggage rides on 53 b.n.p.—at around 80 m.p.h., if you like.

Now take a drive.

Seat comfortable? It should be. It locks in any one of 56 different positions.

Gear shift? It looks fast, moves fast. There's synchromesh on first, second, third and fourth.

Like all cars the VW1500 has a control panel. The difference is in the simple, beautiful, push-button arrangement.

There's a petrol gauge that's slow, a speedo that's fast and a clock that's just right.

What else?

How about four coats of paint, two side-panel parking lights, two map pockets, windscreen washers and some shoulder-high padding all round? Fixed.

All you need now is regular VW service, maybe occasional spares, and you can get both throughout Australia at VW Agents.

Which leaves one thing more: say 100,000 miles of road?

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