

# Zeitschrift



Ian and Rose at Bugs n Buses, Toronto.

## August 2019

### IN THIS ISSUE:

Bugs n Buses, Toronto  
Canberra Berry cruise  
East Hills Car Show  
More Ash articles

The Toy Department  
Slot Car Challenge  
Sienna's Kombi win  
Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2019-20.

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Eddie Fleita	Joe Buttigieg	
<b>General Committee:</b>		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	
<b>Canberra Committee.</b>		
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## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 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](http://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  
H&M Ferman  
Stan Pobjoy Racing Engineering

Vintage Vee Dub Supplies  
Volksbahn Autos Pty Ltd

### 25 years and over.

Aust VW Performance Ctr  
Mick Motors  
Indian Automotive

North Rocky & Import Parts  
Shannons Car Insurance  
Wolfsburg Motors St Peters

### 20 years and over.

Harding Performance Cars  
Indian Automotive

Wayne Penrose Automotive

### 15 years and over.

All Metal Bumpers  
Black Needle Motor Trimming

Evolution Car Hire

### 10 years and over.

Antique Tyres  
Artemi's T-Shirts  
BWA Auto  
Custom T Shirts  
Euro Automotive  
Rod Penrose Racing

VW Classic Kirrawee  
VW Magazine Australia  
Volkscare  
Warby's Stickers  
Wolfsburg Auto Melbourne

### 5 years and over.

Das Resto Parts  
Exotic Car Service  
Forty Horse  
JustKampers  
Kombi Shop  
MacKellar Service Centre

Motexion  
Mountain Mechanics  
Quik Strip  
Volkshome Automotive  
Volkswerke

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





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](mailto: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 !**





## **Shannon's Insurance ACT German Auto Day Dinner Saturday, 21 September 2019**

The German Auto Day committee is hosting a pre GAD dinner at the Harmonie German Club in their newly refurbished hall. We are hoping to announce a special guest speaker soon (on confirmation from Shannon's Insurance).

The committee is made up of members of the BMW, Mercedes Benz, Porsche and Volkswagen clubs of Canberra.

### **Cost for the buffet style meal:**

\$50pp for current Club VeeDub members

\$60pp for non-members  
(not including drinks).

*If anyone has any dietary requirements that we need to cater for please let us know ASAP.*

If you are interested in joining us for a German feast email us at [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com)

Final payment is due by **4 September 2019**.

Bank details will be provided in return email.

This is a great chance to catch up with all our club members and meet some new faces from other clubs!







## **Shannon's Insurance ACT German Auto Day Sunday, 22 September 2019**

Shannon's Insurance German Auto Day (GAD) 2019 is an annual car Show and Shine event held in Canberra for owners and lovers of BMW, Mercedes Benz, Porsche, Volkswagen and other German cars.

This year, GAD will be held on Sunday, 22 September 2019 at our exciting new venue at the Canberra Greyhound Racing facilities at Symonston. Public entry is from 10am - 3pm.

Car entries for the Show and Shine event will commence at 7am.

This is a fun family event day! We would love to see you there.

GAD is on-leash dog friendly (please bring your own water and bags for little incidents).

### **Volkswagen entrants:**

\$10 for Club VeeDub Members - must have current membership  
\$15 for non-club members.

This year GAD is proudly supporting Soldier On. Soldier On aid service personnel and their families to build successful futures.

If you are interested in having a stall at our market place or would like any further information regarding car entry, please contact us at [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) or via Facebook!

The event's main sponsor is Shannon's Insurance.

In addition to our primary sponsor, we are also supported by:

**Lennox Volkswagen**  
Harmonie German Club  
A&R VW Repairs and Parts  
Canberra VW Centre – Tuggeranong  
Kim's Car Detailing





Mercedes-Benz Club of NSW Presents:

# SYDNEY GERMAN AUTOFEST 2019

Car Show & Family Picnic

**SUN 20th OCT 2019** Cars in place  
9:00AM for 9:30AM  
Gough Whitlam Park, Bayview Ave, Earlwood  
Events Director: Greg Vains 0408 531 884  
[www.sydneygermanauto-fest.com.au](http://www.sydneygermanauto-fest.com.au) \$15 p/car entry fee

Sponsored by:





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



**SAVE the DATE Boys 'n' Girls**

**It's on AGAIN!**

**Saturday 26<sup>th</sup> 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](mailto:info@flatfour.org)



**Hope to See You There!**



## Von dem Herrn Präsident.

Hi all, well we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function. It's great to see many familiar faces taking on their roles for another year, and we also have some new faces on the General, Nationals and Motorsport Committees.

We have a couple of new positions on the Committee too. We have a new position called Social Media, and Lee Woods has agreed to take on the role. She will be increasing our presence on facebook and promoting our coming events to the younger generation. Thanks Lee. Also Shirley now has the official role of Nationals Trophy Engineer! She has been organising the 60+ trophies for many years now.

Thank you Dave and Phil for running the meeting when I had to work afternoon shift.

We've had four events in the last month. The Berry VW show and the Newcastle Bugs n Buses, then later Jeff and Phil's Slot Car Challenge, and the East Hills Classic Car Show. There are reports and photos in this issue.

There are lots of events coming up, as springtime brings warmer weather and the calendar is really full.

Our main event for August is the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 18th, one of the largest classic car shows in Australia. This year we are again on the northern side of the track behind the grandstand. We only have 20 spaces allocated to us, so you must pre-book your spot with David Birchall to gain an entry pass. There are still a few left so make sure you see Dave at the next meeting if you want one. Please don't take a ticket unless you are sure that you can come.

For the third year club member Simon Barnfield has organised the Split Window Kombi cruise to Mt Wilson, on Sunday 25th August. All VWs old and new are welcome, but we especially want pre-'68 Kombis to lead the cruise. See you at Maccas McGraths Hill from 8am.

The Love Bug movie screening is on again, at Blacktown Drive-In on Saturday night 14th September. Let's get as many VWs along as we can - in 1969, when it was first released here at the Chullora Drive-In, there were 400 VWs there. I wonder if we can do better now? Also in September is the annual Canberra German Autofes, on Sunday 21st at the Canberra Greyhound racing Club. Check out the flyer and hopefully some Sydney members will make it down for the day.

Then on Sunday 20th October is the Sydney German Autofest 2019, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood, organised by the Mercedes Benz club. Hopefully we can get a huge turnout of Volkswagens. And that's just few things happening over the next couple of months! Check the club calendar and write the dates in your diary so you don't miss any. There lots of things to do with your VW so come along and enjoy your VW with like minded people.

Don't forget Sunday 3rd November Phil Mass' German lunch and VW Nationals 2019 film day at historic Mount Victoria Manor, 11 Montgomery St Mt Victoria.

We were very saddened to hear of the passing of

Eunice Mannix, wife of long-time VW enthusiast Brian Mannix, after a long fight with cancer. They met in 1960 and had been married over 55 years. Many members will remember Eunice and Brian as they were based in Wollongong and often came to runs on the south coast. We last saw Eunice and Brian at the car show at Robertson in March, but since then Eunice had been too ill to travel. Our thoughts and condolences go out to Brian and his family.

See you soon,

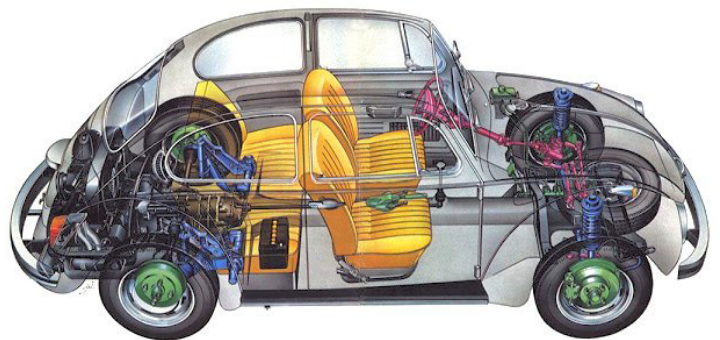
Steve Carter



## It's not a Beetle.

You've probably seen on the news, or read in the papers, that Volkswagen ended production of the 'Beetle' in Mexico last month (see the story on page 23). It was a huge public interest story and our club was inundated with media requests for comment. I was interviewed by ABC Radio in Perth, Adelaide and Darwin. I was interviewed twice by 2GB here in Sydney - once by Michael McClaren for his overnight show, and by Justin Smith for his Sunday evening show. We were also interviewed and filmed by Channel 9's A Current Affair, with reporter Brady Halls and the filming crew visiting me, Carl Moll and Ken Davis at home, as well as talking to other members such as Bevan in Maclean who has owned VWs continuously for over 60 years. Joe Buttigieg was interviewed by the Today Show.

This is the most media attention that we've ever received. Unfortunately we had to explain, many times, that the car just wound up in Mexico was NOT the classic rear-engine Beetle that we all know and love! Here's why. This is a cutaway of the original Type 1 Beetle - see the rear air-cooled engine, rear transaxle, rear-wheel drive, platform chassis, front fuel tank. This is the Beetle we all know and love. This car hasn't been sold in Australia since 1976. It also ended production in Germany in 1978, South Africa in 1979, Brazil in 1996 and finally Mexico in 2003.



Unlike the rest of the world, the Americans never really took to VW's new-generation models like the Golf and Passat. Numerous other current VW models like the Polo, Caddy, Tiguan, Touareg, Transporter and Crafter are not even sold there. To halt their sliding sales, VW of America wanted a modern VW that looked like a Beetle. So in 1994 VW's California studios designed the 'Concept 1.' It was based on the Polo, but by the time it made production in 1997 it had been redesigned and enlarged to use the Golf (Mk4) platform.



It came to Australia in 2000 - remember the launch at Darling Harbour?

The razzmatazz and Beetle 'nostalgia' at launch was overwhelming. It was popular in the USA for a while, and over a million were made in the Mexico factory before production ended in 2011, but it was a sales failure in Europe - 'retro' cars are not popular there. It also failed in Australia, selling only a few hundred each year compared with 18,000 or so Golfs. This is the New Beetle in cutaway - see how the engine is in the front. It's not a real Beetle, it's a Golf with a different body. It's also not a 'Type 1' - its VW VIN code says it was a model '9C.'



Likewise the redesigned car that was released in 2011, now based on the newer Golf 6 'PQ35' platform. VW used this same platform, drivetrain and chassis for the Golf Plus, Jetta, Eos, Scirocco, Caddy and Touran of the time, as well as the Audi A3, Q3 and TT, SEAT Leon and Toledo, and the Skoda Octavia and Yeti. This time, instead of continuing the 'New Beetle' name, VW chose to simply name it the 'Beetle.' This has caused confusion among the general population ever since. But as you can see, it's the same underneath as a Golf. Because that's what it is - a Golf.



The media who talked to us simply didn't know this - they just assumed that ALL 'Beetles' have the engines in the back, and the one that ended last month was our old air-cooled friend. 2GB's Michael Maclaren was the only one who had any idea. Even Brady Halls from Channel 9, who is a car enthusiast and a member of the Mercedes-Benz club, didn't know that the modern Beetle had its engine in the front and was a Golf underneath.

Once the difference was explained though, all the interviewers wanted to talk about was the original Beetle - its Nazi origins, how and why it came to Australia, why it was so popular and why it's so iconic all these years later. Callers were invited to share their stories of the original Beetle. That's as it should be! The modern car was not mentioned; it should NOT be confused with the original Beetle, and there is no need to shed any tears over it. No doubt there will be a fully electric 'Beetle', using VW's front-drive 'ID' platform, in the years to come, so we can go through all this again.

And by pure coincidence, this news item on the original Beetle appeared in the paper only a couple of weeks after our media frenzy died down. There it is - the true VW Beetle, in its rear-engine air-cooled glory, died way back in 2003, as we said it did. NOT in 2019.

Phil Matthews

## Kanberra Kapitel report.

Greetings from Canberra,

Another month passes by at an alarming rate and I let time get away from me before I get my (much appreciated) monthly reminder to write the Canberra Chapter's monthly report for the magazine.

Not a huge month for VW outings; however a great trip to Berry for the annual Blast from the Past event made up for it! Another great day in Berry at their new venue, which proved to be just big enough for all the cars. Everyone demonstrated flexibility and patience as the organisers directed traffic and got all the cars parked up in their respective model areas. A report from our attendance can be read later in this issue of the magazine.

Dot has got this year's German Auto Day (GAD) on **Sunday 22<sup>nd</sup> September** in hand and all the pieces are falling into place thanks to her great planning and coordinating of all the clubs attending. Please consider attending this year's event. With Club VeeDub (Canberra Chapter) as the lead



organisers, we'd love to get as many VeeDubs there and once again be the largest contingent of all the German marques. 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 the GAD dinner on **Saturday 21<sup>st</sup> September** at the German Harmonie Club. Numbers must be advised in advance to the venue, so please get in contact to book tickets for this great night with German inspired food and entertainment ([clubveedubact@gmail.com](mailto:clubveedubact@gmail.com)). Please see the flyers in this issue for more information, dates and timings. For those travelling from interstate, we have also included an option for accommodation close to both the dinner and car show venues.

The next event for the Canberra Chapter is to travel to Batemans Bay for the annual Cookies Fish and Chip Run on **Sunday 18 Aug**. Once again, organised and sponsored by Cookies Cycles, this event has been expanded with a number of other local car clubs being invited. We will also meet up with the South Coast Dubbers crew on the way down the hill. Please check our Facebook page for more info or contact at our email address.

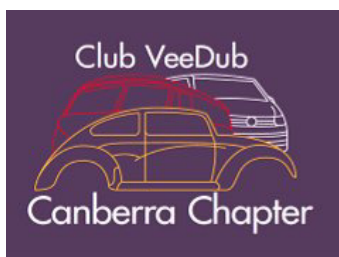
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you 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](mailto: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](http://www.clubvw.org.au) for the latest information and any changes.**

### August.

**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](mailto: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. 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.

**Saturday 21st: Canberra German Auto Day Dinner** at Harmonie German Club, 49 Jerrabomberra Ave, Narrabundah. \$50 for full buffet dinner, drinks extra. Enjoy dinner and socialising with VW and other German car owners. Email the Canberra Chapter at [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) to book your place - payment by 4th September please.

**Sunday 22nd: Canberra German Auto Day car show.** An new venue this year, Canberra Greyhound Racing Club, 235 Narrabundah Ln, Symonston ACT. Car show entries from 7am, \$10 entry for Club members. Public entry from 10am. ACT's biggest show for all German marques. Proceeds will support Soldier On charity for returned service personnel.



Contact the Canberra Chapter at [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) for morer info.

**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.

**Sunday 20th:- Sydney German Autofest 2019** at Gough Whitlam Park, Earlwood, organised by the Mercedes Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old and new) and join the VW display! \$10 entry per car. Food and drink stalls on site, trophies for best cars. Cars in place by 9:00am.

**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](http://www.vwclub.com.au)

**Sunday 24 th: Boris' Picnic Day 2019.** Yes it's on again! At Ramsgate Beach car park, same venue as last year. Head south on the Grand parade and turn left into the entrance just past Hollywood St. You can't turn right coming the other way. Display your VW in the sunshine! Car boot sale to sell/swap your VW parts and collectables, Club VW stand, BBQ sausage sizzle, refreshments and coffee available. Shine up your VW, old or new, and enjoy a day beside Botany Bay! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

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



## December.

**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).

**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. **This meeting is also the Club Veedub Christmas Party!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibblies and snacks provided. 8:00pm start.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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.

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**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](mailto: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](mailto:aweismantel@bigpond.com)





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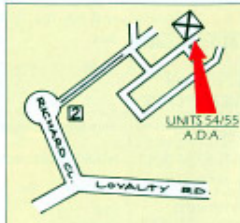
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

[vwperformance.com.au](http://vwperformance.com.au)

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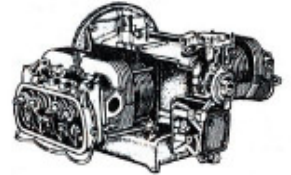


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## VW Tiguan 110TSI.

Volkswagen Australia has re-introduced entry grade 110TSI versions of its Tiguan mid-sized SUV, effectively lopping \$9000 from the price of entry to the range. This brings Tiguan entry price down to \$34,150 before on-roads, the first time in 12 months VW has had an SUV under \$40k.

For the previous nine months the Tiguan range has kicked off with more powerful and highly specified 132TSI all-wheel drive grades priced from \$43,150 before on-road costs.

The returned 110TSI front-wheel drive range kicks off with DSG auto in Trendline form at \$34,150 before on-road costs, lining up nicely with a Mazda CX-5 Maxx Sport.

There are also two new Tiguan 110TSI Comfortline variants with the same driveline as the Trendline but more equipment. The regular version costs \$38,650 before on-roads, while the stretched, seven-seat Allspace costs \$1500 more at \$40,150.

In place of the 132TSI's AWD setup and 2.0-litre petrol engine with 132 kW of power and 320 Nm of torque, the 110TSI range gets front-wheel drive and the base Golf's 1.4-litre turbo-petrol with 110 kW and 250 Nm, matched with a six-speed DSG.

"For the first time in more than a year Volkswagen will have in market SUVs priced at under \$40,000," Volkswagen Australia said.

Of course the big question is, why did the 110TSI models go missing to begin with? Well, production and subsequent supply chain constraints linked to the introduction of industry-wide European WLTP emissions-testing regulations.

Every brand had to ascertain figures against this new testing protocol, and all models were individually assessed, forcing some technical changes and altered production schedules with all the trickle-on effects you'd imagine.

Moving on from the 110TSI models, VW has also lobbed a hotter-looking R-Line derivative of its staple 132TSI model priced at \$46,990 before on-road costs, limited to a production run of 1000 units.

That means for \$3840 over the regular model it gets two-tone cloth upholstery, 19-inch alloys, second-generation Active Info Display digital instruments and tinted windows.

Also standard is the usually optional Driver Assistance Package, with adaptive cruise control, side assist, rear cross-traffic alert, traffic jam assist and emergency assist.

"The single best selling variant of the Tiguan, either in five seat or seven seat Allspace guise, remains the top-

specification 162TSI, and some 80% of 162TSI customers choose the optional R-Line package. Customers told us that they wanted this option for the 132TSI. Here it is," VW Australia reported.

### 2019 Volkswagen Tiguan: new models:

110TSI Trendline - \$34,150

110TSI Comfortline - \$38,650

Allspace 110TSI Comfortline - \$40,150

132TSI R-Line Edition - \$46,990

## Polo 85TSI Style.

Volkswagen Australia has announced details for the Polo 85TSI Style, which serves as the new top-spec variant of the core range - discounting the GTI hot hatch, naturally.

Priced from \$24,990 before on-road costs, the Polo Style is DSG only, and brings a range of equipment and features that were previously optional or not available on the local range.

Key highlights include the Active Info digital instrument binnacle as standard, along with an 20.3-cm touchscreen infotainment system with satellite navigation, Apple CarPlay and Android Auto, wireless phone charging, a Beats premium audio system, dual-zone climate control, 'Sports Comfort' front seats, front and rear carpet mats, along with privacy glass.

There's also Deep Iron metallic cabin trim inserts, black headliner, front seat height and lumbar adjustment, and darkened LED tail-lights.

Carryover specification from the 85TSI Comfortline grade includes automatic headlights and wipers, an auto-dimming rear-view mirror, autonomous emergency braking with pedestrian detection, leather steering wheel, four USB ports, rear-view camera, cruise control, heated power mirrors, and driver fatigue monitoring.



Power comes from the same 85 kW/200 Nm 1.0-litre turbocharged three-pot petrol as the 85TSI Comfortline, too, mated as standard to a seven-speed DSG.

As with the wider range, the Polo Style is available with the optional Driver Assistance pack (\$1500), which bolsters the active safety suite with adaptive cruise control, blind-spot monitoring with rear cross-traffic alert, automated park assist, power folding side mirrors, and a proactive occupant protection system. Premium paint is also \$600 extra.

# Australian release of Golf 8 delayed.

The Australian launch of Volkswagen's vital new eighth-generation Golf has now been pushed back by around 10 weeks, with the expected arrival time from its German factory now the fourth quarter of 2020.



The news is contrary to what VW reported in March, after news emerged that the Golf 8's global rollout was being nudged back as VW perfected the highly digitised and fully connected cabin. Better to be a bit late but 'right', than on-time and flawed, you might say...

Volkswagen Australia has now confirmed the unfortunate delay of the next iteration of its most important and popular car, saying information out of its Wolfsburg headquarters had changed in the interim.

"We get told the timing and try to plan around that," VW's local head of product marketing Jeff Shafer said.

Reports of Golf 8 production snags came from Germany's Bild newspaper via Automotive News, citing highly-placed VW sources. It's understood they're of a technical nature, since the Golf 8's cabin technologies are shaping up to be unusually complex for such a mass-scale vehicle.

"It will have more software on board than ever before. It will always be online and its digital cockpit and assistance systems will be the benchmark in terms of connectivity and safety," VW's compact cars head Karlheinz Hell told Bild earlier this year.

"[But] 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," Volkswagen brand head Jürgen Stackmann said separately.

The Golf 8 is expected to arrive in Europe's dealers at the start of 2020, meaning Australian deliveries will be around 9-10 months later - not an unheard of wait for any European brand, unfortunately. The current seventh-generation Golf arrived in 2013, so seven years ago.

The Australian Golf 8 launch will comprise mainstream versions - all petrol-fired - and also the hotted-up GTI, with the even hotter R expected during Q1 of 2021. Mk7.5 production is still ongoing and VWA is confident of stock shortfalls covering the gap.

In the interim VWA plans to launch a swan-song called the Golf GTI TCR early next year (with 300 units, among the

biggest allocations globally) - similar timing to the arrival of the much-needed new T-Roc and T-Cross small crossover SUVs, and a few months after an updated Passat.

Information on the Golf 8 continues to trickle out of Europe, as the next item shows.

## Golf 8 with 48V mHEV.

Volkswagen has continued the drip-feed of information about the 2020 Golf 8, revealing details about the car's 48V mild-hybrid powertrains.

Initially, the mHEV (mild hybrid electric vehicle) system will be mated with a 1.0-litre and 1.5-litre petrol engines and a DSG, but Volkswagen says the tech will eventually spread to "the entire fleet", and claims it's good for a 0.4L/100km improvement in consumption.

The system relies on a 48V belt-starter generator, which harvests energy when you lift off the throttle and uses it to offer a power boost when the driver buries the throttle.

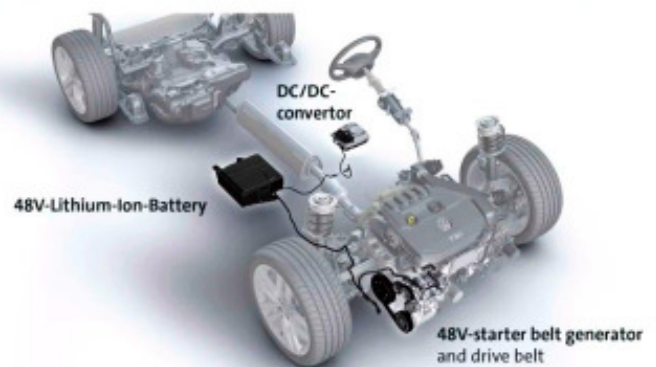
It opens the doors for freewheeling with the engine off - when the driver lifts off the throttle, the engine shuts down with minimal fuss before bursting back to life when required - and means start/stop is smoother.

The conventional starter motor is only used on initial startup, with mHEV cars instead using the 48V starter/generator when the vehicle is actually running.

To maximise efficiency, the mHEV system will even consider navigation data to work out when it's likely to be capable of coasting. Clever.

Similar mHEV setups are becoming increasingly common. Audi and Mercedes-Benz have both blended 48V power with their four- and six-cylinder engines, partly to improve performance and partly to help cut emissions.

THE THREE MAIN COMPONENTS OF THE 48V SYSTEM AT A GLANCE



For Australia though, Volkswagen has its sights set on the ID electric vehicle line-up as the sole form of electrification Down Under.

"We have no plans for MHEVs for this market," said Paul Pottinger, communications boss at VW Australia.

"In any case, we understand that these will be manufactured with petrol particulate filters. The decision to postpone the adoption of first world petrol standards until 2027 will see Australians increasingly miss out on technology such as this."



## Electric ID.3 open for orders in Europe.

Order books have opened and key details have been released for the new Volkswagen ID.3 electric car in Europe, but its introduction in Australia has been pushed back until 2022 at the earliest, due to lagging local emissions standards.

Volkswagen has released disguised photos of the ID.3 - one of the most important electric cars to arrive next decade - ahead of its official unveiling at this year's Frankfurt motor show in September.



European customers are due to take delivery in mid-2020 but the electric 'people's car' won't arrive in local showrooms until at least two years later, more than a year later than originally planned, after a lack of incentives to introduce electric cars locally drove Volkswagen's head office to push Australia down the priority list.

Volkswagen Australia managing director, Michael Bartsch, says Australia is "in danger of losing its place in the queue for EVs because this country's automotive regulations have fallen behind the first-world norm."

Electric vehicles have been thrust into the spotlight in the lead-up to the 2019 federal election, after Labor announced its plan to make 50% of all new car sales electric by 2030.

Amid the debate, the federal government announced better fuel quality and emissions standards would not come into force locally until 2027.

"Australia also remains mired in Euro 5 and the outmoded (European) testing cycle while much of the world has moved onto Euro 6 and WLTP testing" Mr Bartsch said in a media statement.

Car companies claim they cannot deliver their latest engine technology on Australia's high sulphur unleaded petrol.

The petrol companies claim that upgrading Australia's four remaining refineries would cripple the industry and wipe out thousands of jobs.

Australia's regular unleaded petrol is allowed to have a maximum sulphur content of 150 parts per million. Premium unleaded has a 50 ppm limit. Current world's best practice is just 10 ppm.

"Such backwards markets may not be prioritised for new technology of all types - including (electric cars)," said Mr Bartsch.

"Even though Australian diesel has conformed to the European standard since 2009, groups such as the Australian

Institute of Petroleum and the Australian Automobile Association have opposed the introduction of first world petrol to this country for another eight years, even though much of our petrol is already imported," he said.

Volkswagen Australia has previously claimed our country could become a "dumping ground" for old engine technology, unless emissions standards and fuel quality are aligned with Europe.

In the meantime, Volkswagen has released key details on the new Golf-sized electric car in Germany.

Volkswagen has confirmed it will offer up to three different battery capacities with ranges of 330 km, 420 km and 550 km on the latest and more stringent WLTP economy test cycle.

Holding true to Volkswagen's earlier claims that the ID.3 would be priced at similar points to mid-level versions of the seventh-generation Golf, the first in an extended range of dedicated models to be launched by the German car maker under its new ID. electric car brand costs 30,000 Euro (AU\$47,896) in entry-level 330 km-range guise in Germany.

This compares to the 27,285 Euro (AU\$43,557) price tag of the Golf 1.5TSI ACT BlueMotion in Comfortline trim in Germany.

Volkswagen Australia says it is too early to provide a cost estimate locally but aims to not price the vehicle out of reach when it eventually arrives in local showrooms in 2022.

## Nurburgring electric record.

Last month French race driver Romain Dumas shattered the Nurburgring Nordschleife record for electric vehicles with the Volkswagen ID.R. This is the all-electric race car that won the Pikes Peak hill climb in record time last year (see Zeitschrift July 2018).

His time around the world-famous 20.8-km circuit was 6 min 5.336 seconds, around 40 seconds faster than the existing electric record holder, the Nio EP9. The VW's time is also almost six seconds faster than Stefan Bellof's famous former record time of 6:11.31, set in 1983 during qualifying for the 1000 km sports car race in his Porsche 956. Bellof's outright record stood for 35 years until it was finally beaten in 2018, by Timo Bernhard in a Porsche 919 Hybrid EVO, a development of the car that won Le Mans in 2016-17-18).

The VW's record didn't come easy, though. Power management was critical, with Dumas essentially coasting across the finish line to preserve the battery. The flying



Frenchman only had enough charge for around 200 m more left after his record-breaking run, according to Volkswagen.

Volkswagen Motorsport later reported that the car could have gone faster if the weather was a bit cooler, with an ambient air temp nudging 30 degrees outside the battery's most efficient window on the day.

You can watch the VW whizz around the Nurburgring on YouTube, here:

[www.youtube.com/watch?v=9iZY5IMn0wg](http://www.youtube.com/watch?v=9iZY5IMn0wg)

## VW also breaks Goodwood record.

Volkswagen's all-electric ID. R has also smashed the record time up the Goodwood Hillclimb, cutting 1.7 seconds from the time set by Nick Heidfeld in a 1998 McLaren Formula 1 car.

Driven again by Romain Dumas, the ID. R is the first car ever to complete the climb in less than 40 seconds. The hillclimb record comes after the ID. R earlier set a new marker for electric cars around the Nurburgring Nordschleife, knocking 40 seconds from that existing EV record.

Power in the ID. R comes from two electric motors offering a combined 500 kW and 650 Nm, good for a 100 km/h sprint time of just 2.25 seconds. The motors are fed by a lithium-ion battery pack, although VW hasn't disclosed its size.



The car weighs under 1100kg with a driver on board - heavy for a tiny racer, but light compared to the average electric car.

"A change is taking place in the field of production vehicles and in motorsport. Electric cars are becoming increasingly more powerful and it's great to see them now rivalling combustion engines on track," said Sven Smeets, director of Volkswagen motorsport.

"To get an idea of how far we've developed the car, in 2018 we ran a 00:43.86 - this year we were almost three seconds faster."

We wonder if VW Australia would have the initiative to bring out the VW ID. R team to Australia, to make an attempt on the outright lap record at Mt Panorama? The fastest V8 Supercars lap there in 2 min 6 sec, while an Audi R8 GT3 holds the race record time of 1 min 59.29 sec. David Brabham drove a Brabham BT62 supercar around in 1:58.69

during a demonstration lap earlier this year. These are the official records, but in 2011 Jenson Button did a display drive in a McLaren Formula 1 race car around the track in 1 min 48.8 sec - the 'unofficial' record. Could the ID.R beat this? We'll probably never know.

## USA to drop normal Golfs.

As more confirmation that Americans have never really taken to modern VWs, Volkswagen of America will be dropping standard versions of the Golf hatchback when the eighth-generation model goes into production, according to a new report out of North America.



Motor 1 says it has "learned some eye-opening news" from a "high-ranking Volkswagen employee," who reportedly told the publication non-performance versions of the VW hatch and wagon won't be available in the next generation, with only the GTI and R hot hatch variants to soldier on in the USA.

Volkswagen's North American division apparently declined to offer further comment.

According to the Motor 1 report, some 48% of Golf sales in the US in 2018 were GTI and R models, with the GTI outselling the core range by a rate of nearly three to one. Just 6,642 regular Golf models were sold in 2018, which accounts for less than 2% of Volkswagen's overall sales in the region.

The current e-Golf won't be renewed in Mk8 guise, either, meaning the US will have to make do with VW's new ID Neo hatchback due to be revealed at this year's Paris motor show. A cloud of uncertainty hangs over the Golf Alltrack crossover wagon.

It's believed the Golf 'SportWagen' won't be returning Stateside in the next generation, either, so the Alltrack's future "looks dim," according to the report.

Americans much prefer normal three-box sedans over Euro-style hatchbacks, so the US Jetta and Passat will remain the core of VW's business in the USA, along with the giant Atlas SUV.

While the US looks set to miss out on standard versions of Volkswagen's iconic hatchback, the Golf is VW's biggest-selling model in Australia, and VW's Australian arm has already indicated it's expecting a full line-up from the third quarter of 2020.



The Australian Golf 8 line-up should include the core range and GTI hot hatch from launch, with the full-fat R expected to join soon after. The electric eGolf won't be coming, however.

Conflicting reports have speculated when we'll actually see the new-gen Golf revealed, with some indicating an October debut before a sales launch very late this year or early next in Europe.

However, recent coverage said software bugs for the new infotainment system's online functions have delayed the new Golf's launch until February 2020. We'll just have to wait and see.

## VW makes last 'Beetle.'

Volkswagen has produced the last new generation Beetle at its Puebla facility in Mexico, marking the end of an eight-year production run for the second-generation 'New' model.

The final vehicle - a 'Denim Blue' Beetle coupe - won't be going to the Wolfsburg museum, as the retro-style car is unloved in Europe. No, it will be put on display at VW museum in Puebla, "as a lasting tribute to the automobile's rich and storied heritage."



The final Volkswagen Beetle reaches the end of the assembly line in Mexico | Volkswagen photo

"It's impossible to imagine where Volkswagen would be without the Beetle. From its first import in 1949 to today's retro-inspired design, it has showcased our company's ability to fit round pegs into square holes of the automotive industry," said Scott Keogh, president and CEO for Volkswagen Group of America.

"While its time has come, the role it has played in the evolution of our brand will be forever cherished."

In the US, Volkswagen sold nearly 5 million examples of the original Type 1 Beetle, with the worldwide total sitting at 21.5 million vehicles. Some 260,000 were sold in Australia between 1954 and 1976, when it was replaced by the Golf.

The Golf 4-based 'New Beetle' was styled in VW's California studio and was designed to revitalise VW sales in the USA. It went on sale there in 1998 (and 2000 in Australia), and sold more than 1.2 million units between '98 and 2010. However it was not popular outside North America - Europeans did not like its inefficient packaging and

cutesy retro styling, which brought back unpleasant memories of the difficult years recovering from the war. Australians also didn't like it once the initial marketing razzmatazz wore off, and it only sold a few hundred each year compared with around 18,000 Golfs.

A redesigned Golf 6-based car - now confusingly just called the 'Beetle' - was built in a more masculine style to address some of the earlier criticisms and it went on sale in the US in 2011 (and 2013 in Australia). It was much less popular, with just over 500,000 examples built since its introduction. It was discontinued in Australia in 2016 because of low demand, and has just now ceased production.

According to reports from Volkswagen of America, the Mexican factory resources used to produce the Beetle will be shifted to produce a new compact SUV primarily focused on the North American market, which will sit below the Tiguan.

Reports out of the US claim the new crossover won't be a version of the T-Cross or T-Roc offered in global markets, instead based on the Volkswagen Tharu that is currently on sale in China - also known as the Tarek in South America.

Note - this story caused both intense interest and intense confusion in Australia when it broke last month. Our club was contacted by numerous media outlets for comment 'on the end of the Beetle.' In every case we had to explain that no, it was only the end of the modern front-engined Beetle. It was not the same car as the original rear-engine Beetle, which had ended back in 2003 and hadn't been sold in Australia since 1976.

Channel 9 showed a lot of interest. Joe Buttigieg was featured on the Today morning show, while I was contacted by A Current Affair and spent 2 hours being interviewed at home by reporter Brady Halls and his film crew. They also visited, interviewed and filmed Ken Davis and Carl Moll. On my advice they also spoke by phone with club member Bevan Summerlad, who has owned VWs continuously for more than 62 years (an Australian record) - but as he lives near Grafton they sadly couldn't visit. Our several hours of footage was cut down to 5 minutes and was broadcast on A Current Affair on Friday 19 July. It was the most media coverage we have ever had.

[www.9news.com.au/motoring/vw-beetle-manufacturing-stops-but-car-lovers-hang-on-a-current-affair/bc2545b6-e68f-4bbc-b0b1-7c3be6752429](http://www.9news.com.au/motoring/vw-beetle-manufacturing-stops-but-car-lovers-hang-on-a-current-affair/bc2545b6-e68f-4bbc-b0b1-7c3be6752429)

[www.2gb.com/podcast/volkswagens-last-beetle-rolls-off-the-factory-floor-this-week/](http://www.2gb.com/podcast/volkswagens-last-beetle-rolls-off-the-factory-floor-this-week/)

[www.abc.net.au/news/2019-07-10/the-end-of-vw-beetle/11293992](http://www.abc.net.au/news/2019-07-10/the-end-of-vw-beetle/11293992)

No doubt VW will make another Beetle-shaped car in years to come, most probably fully electric, front-drive and based on the ID electric platform used by the ID hatch, sedan, beach buggy and Kombi-style van. They may well call it the ID Beetle or some such. But will that car be a 'Beetle' as we understand it? And when THAT car ends, will we go through all this 'end of the Beetle' rigmarole again?? - Ed.

## The Toy Department.

In the model car world, not much is seen or heard down under with regard to the VW T4 Transporter, which was introduced in Germany in 1990 (yeah that's almost 30 years ago). It came to Australia in 1992 under new importers TKM/Inchcape.

On past trips to Europe and the UK the T4 Transporter is a very common sight, and people have gone a long way to preserve or restore these and they just keep going and going. But for some reason even in small scale collector models these are rarely seen.

Well some exciting news is that a release of a large scale (1/18) model of T4 is now available. Made by KK Model cars the model is very detailed but unfortunately has no opening parts and for its price tag a little disappointing.



The 1992 VW Bus T4 Caravelle Red Color in 1/18 scale is Limited Edition of 750 Worldwide. It has authentic



interior. All KK Scale Models in 1/18 scale are produced in very limited editions. These are currently priced on line for about \$130AU plus shipping and come in 4 colours, white, silver, blue and red.

As they are what is loosely referred as resin models they are lighter in weight and should be lot cheaper to buy.

Anyway as some of collectors say ..... still got to have one...

Happy collecting

Tony Bezzina

## You're invited to the ACT German Auto Day! Sunday 22 Sept 2019.

The 2019 Shannons Insurance ACT German Auto Day is almost upon us once again. This is the Canberra Chapter's premier event of the year that keeps getting bigger and better every year.

The venue has changed this year, due to redevelopment of our previous venue, making it no longer available for such events. Access will be dramatically improved and spectator car parking will be in abundance.

This year we will be at the **Canberra Greyhound Racing Club in Symonston**, where the inside oval will be







transformed into a huge display area big enough for hundreds of cars. The dust issue we experience last year has been alleviated and the venue promises to be more family and car friendly.

Entry fees will remain the same, being \$10 for financial Club VeeDub members and \$15 for non-members. There will be trophies from the club and also each marque will have one trophy presented by Shannons and the organising committee. There is also a 'Car of the Show' trophy, which isn't necessarily the most concourse car there, but rather the one that pricks the interest of our major sponsor.

## ACT GAD Dinner Event. Saturday 21 Sept 2019.

This year a pre-GAD dinner will be held at the **German Harmonie Club** on the Saturday evening preceding the GAD. This promises to be a fantastic semi-formal dinner where all attendees can mingle with other like-minded car enthusiasts for fine dining, great wine and cold beer. A 'special guest' has been invited to speak and host the dinner, which we hope to get confirmation of in the coming weeks. Watch this space!

The cost of the dinner is \$50ea for financial Club VeeDub members and \$60ea for non-members. This **does not** include drinks.

For our interstate members who are thinking of coming to GAD this year, please consider coming for the whole weekend and joining us at the dinner. It promises to be a great night, with great food, entertainment and company.

If you're looking for accommodation, situated next to the German Harmonie Club and about 1km from the Greyhound Racing Club is Abode Narrabundah. Please note we have no deal or affiliation with Abode; this is just purely to assist you in finding a nearby motel: <https://abodehotels.com.au/hotels/narrabundah/>

## GAD Trophy categories:

- Best Standard BEETLE
- Best Modified BEETLE
- Best Standard KOMBI T1-T2
- Best Modified KOMBI T1-T2
- Best Standard TRANSPORTER (T3 up) / CADDY
- Best Modified TRANSPORTER (T3 up) / CADDY
- Best Standard TYPE 3 / KARMANN GHIA
- Best Modified TYPE 3 / KARMANN GHIA
- Best Standard GOLF
- Best Modified GOLF
- Best Standard POLO / SCIROCCO / UP!
- Best Modified POLO / SCIROCCO / UP!
- Best Standard PASSAT / BORA / JETTA / ARTEON
- Best Modified PASSAT / BORA / JETTA / ARTEON
- Best Standard AMAROK / TIGUAN / TOUAREG
- Best Modified AMAROK / TIGUAN / TOUAREG
- Best BUGGY / BAJA / KIT CAR



## What constitutes Standard or Modified?

**Standard** should be as they were sold new, with the following allowances:

- \* Can have better / modern tyres (but still on original wheels)
- \* Can have more modern seat belts and stereo system
- \* Can have period accessories (like wheel spats, roof racks, driving lights, under dash shelving, seat covers)
- \* Can be re-spayed in a period correct colour and style

**Modified** can include (but not limited to) the following:

- \* Non-original / widened / mag wheels (includes putting GTI wheels on a standard Golf or similar)
- \* Lowered suspension
- \* Narrowed beams
- \* Later model or modified engines
- \* Sports steering wheels
- \* Different seats
- \* Extractor style exhaust
- \* Custom paint (including non-standard colour and pattern) and/or vinyl wraps





## Canberra cruise to Berry 2019.

On Sunday 7th July the annual Berry Blast from the Past show once again saw a contingent of Canberra VW enthusiasts make the trip to the beautiful coastal town of Berry for one of our favourite events.

There were three different departure convoys eventuating, with a Friday, Saturday and Sunday convoy, as some went for the weekend and others just for the day.

Our small Sunday convoy saw us met at the McDonalds at Exhibition Park In Canberra (EPIC) at O-Dark-Hundred, where cars were fuelled up and coffees were consumed. The trip down the Federal and Hume Hwys to Suttons Forest was normal mundane highway driving, with dawn greeting us around Goulburn.

At Suttons Forest we turned right and travelled through



Exeter, Fitzroy Falls and Kangaroo Valley before taking the scenic Kangaroo Valley road to Berry. An excellent route for the driving enthusiast that delivered beautiful scenery that never disappoints.

Once at the new venue of the Berry Bowling Club, although the cars were squeezed in to all available space, it turned out to be a great spot and everyone was able to mingle and check out all the cars very easily. It was an easy stroll into town or down to the showgrounds for the monthly Berry markets. It made it very easy to spend all day in the area and all the Canberra crew thoroughly enjoyed the event.

All the Canberra crew then rolled out together, with nine cars convoying back to Canberra. This time we took the Telegraph Rd / Nerriga Rd route past HMAS Albatross, Nerriga, Tarago, Bungendore and back to Canberra. This route is also a great driver's road, which keeps you of the





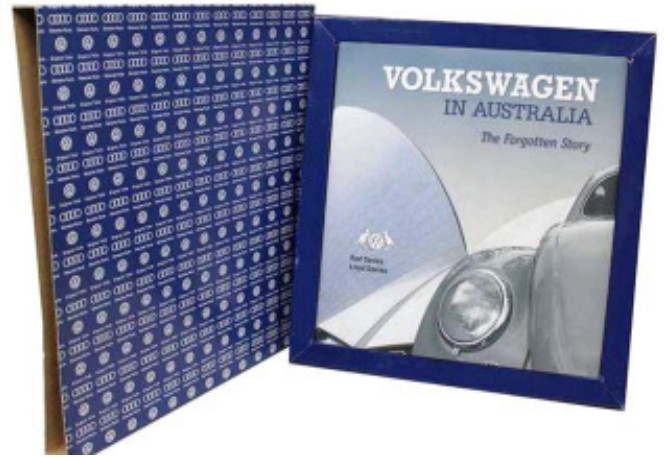


highways and on more interesting back roads. The quality of these roads has deteriorated a bit over the past few years and there were some pot holes that had us worried at times.

By the time we got to Tarago, it was decided a refreshing amber beverage was in order. The Loaded Dog Hotel was our last pit stop on the way home and after one refreshment it was time for the last leg back into Canberra. Twilight was now upon us and the worry of Kangaroos had us all paying extra attention and a slight reduction of our cruising speed.

It's always a great day out when all cars get there and back under their own power. No issues with any of the cars and all owners returned home with grins from one ear to the other - after all, we had a great day with great mates at a great event in a great location. Does life get any better than this?

Willie.



## The bible.

If you have ever wondered how you can pick and understand collectable VWs in Australia, there is a bible.

If you want to play with Volkswagens in Australia, you are doing it blind without this book.

It was put together by Melbourne-based VW enthusiasts Rod and Lloyd Davies, who are also involved in the VW Club in Melbourne. That's where the VW factory was, so they were able to talk to some people who worked there back in the day.

As an Australian Volkswagen collector, I'm not interested in cars from South Africa, Brazil or any other country. Most collectors are the same; only Australian delivered Volkswagens will command premium prices in the future (especially split Kombis, although the desirable deluxe 'samba' Microbus was not actually sold new in Australia).

Now the VW bible doesn't cover everything, but it comes pretty close. Models, colours and manufacturing are all covered as well as the history of how it all came about. The paper and print quality are excellent and it's great to see so many unique Australian VW photos, brochures and ads.

Out of print since 2004, it's becoming harder to find, and if you haven't got it, everyone else that does has an advantage over you. See if you can get one on Ebay.

It's easily the best VW book I have ever brought, because I live in Australia (not America or England).

Maybe one day they might reprint it or come out with a second edition? Until then, keep an eye out for one for sale on the internet. Or borrow the club's copy from the club library at the next meeting. Don't forget to bring it back!

Ashley Day







## Bugs n Buses by the Bay 2019.

I recently went to the Bugs n Buses car show. It was held on Sunday 7th July at the Toronto Lion Park playground, a shady park on the bay just near the Fennell Bay bridge.

I went up the day before and stayed in a local motel. That made it easy to be there early.

The weather was sunny and clear but a little windy and quite cool if you weren't in the sun. The ground had a few puddles and was a bit muddy after a few days of rain.

It was a fairly small turnout of VWs but they cars were very nice. I saw a couple of Herbie replicas parked together. Wayne also came up and brought his Kombi single-cab.

There were mostly Beetles and Kombis, and a few



beach buggies. Only a few Type 3s and hardly any modern VWs except for a couple of new Transporters.

One guy was selling nice hot coffees out the back of his Transporter. With the cool weather he was doing a roaring trade all morning.

Phil turned up too, but not in a VW – he was on his new 21-speed road bike. He had gotten off the train at Fassifern and had rode to Toronto along the old train line bike path. After seeing the VWs he rode all around the lake to Belmont, then up the Fernleigh Track – another closed railway turned into a bike path – to Adamstown.

People started to head off just after lunch as the weather was getting a bit cooler and more windy. It was great to see Ian and Rose again and thank you to them for organising a nice VW get-together.

Jeff Swords





# Skodas.

Is a Skoda a real Volkswagen?

A customer of mine who drives a 2013 Passat (which he purchased new), was telling me he had just purchased a brand new Skoda for his wife.

Not only is he still happy with his Passat, but he was impressed with the new Skoda.

He told me that it's virtually a Volkswagen, but a lot cheaper.

I always love cheaper, so it got me thinking – maybe there's a story here for anyone looking at buying a new or second-hand car.

## ŠKODA



Simply Clever



Being that not all Volkswagens are made in Germany and that they are more likely to be made in Mexico or Spain or Slovakia or Poland or Argentina or even China. Not only that, even German-built VWs like the Golf, Passat and Transporter have many of their components made in countries like Spain, Poland and Italy.

So can a Skoda, owned by the giant Volkswagen Group and made in the Czech Republic, have a similar smell, look and feel as a Volkswagen? And how is the build quality? Also how much cheaper are they, and what are they missing?

So I went down to Penrith Volkswagen and Skoda to find out.



I spoke to sales consultant Daniel Ardron. He was very helpful, and he explained that you can save quite a lot when buying a Skoda instead of a Volkswagen. Not being specific, but around 25-30% for a similar style of vehicle.



The Skoda is slightly older Volkswagen technology, although they still use VW's modern MQB platform. They have a little more road noise and they won't have as many bells and whistles. Alternatively, sometimes, for the same money as a Volkswagen, you could have a lot more in a Skoda.

The interior smells a little different to that from a Volkswagen, due to the different foams, cloths and plastics, but it still smelt good.

Daniel told me they also have the same warranty as a Volkswagen, but resale value is a little bit worse.

I found the build quality was good, and all panel gaps were excellent.



They all had Volkswagen engines and VW-family styling. If they had Volkswagen badges on the front of them you wouldn't know the difference.

My definite favourite is the Rapid. It's a lovely little car and worth consideration.

If you're considering a new Skoda or Volkswagen, Daniel has assured me that he will do everything he can to help Club VeeDub members into new vehicles.

Ashley Day





## Slot Car Challenge.

We recently had our annual club Slot Car Challenge, which was held on Saturday 27th July. It was held at the Slot Shop at Arncliffe.

This year we invited our friends at Flat Four VW Club along, and they had a good turnout - in fact there was more of them than there were of us. It was a very poor turnout from Club Veedub members.

Including kids, there were 26 racers altogether, 18 adults and 8 kids. Phil had laid out a great spread of chips, cheese and bikkies, sweets and nibblies, and cold cans of soft drink. We were able to have a good chat and lots of practice and looking around.

Eddie at the Slot Shop has done some updating since last year and now there are three large multi-lane tracks. He put the kids on the front-room 'Routed' track by themselves.

The adults had use of the two big tracks in the main room, the twisty 'Party' track we used last year, and the tricky new high-speed 'Grand Prix' track.

Eddie programmed all the names into the computer system and it told us who was racing on which track and in which colour-coded lane. We all had identical cars, which looked a bit like Chrysler Vipers, each one with a colour

sticker that matched a lane.

A couple of people bought some fancy Scalextric model Volkswagens from the shop. They looked cool, with lights that came on as they drove, but they were very slow compared to the Slot Shop's standard race cars.







that the kids wanted to go home and we were tired, but there was more practice laps for anyone who wanted more driving.

The best **Junior Driver** was **Danielle Matthews**, daughter of Simon and Melinda Matthews. Her brother Brendan was mostly too busy watching Melbourne Storm lose to Manly on TV. All the kids enjoyed themselves and raced until they were sick of it.

The best **Lady Driver** was **Alison Svoronos** of Flat Four, who was competitive all night and Eddie thought she was just a little faster than our own Martha and Kylie.

The **Best Driver** on the night went to **Stuart Morris** from Flat Four, who was the most consistently fast over half a dozen races. Phil got the fastest lap of the night, 5.924 sec and last year's champ Wayne was also very fast, but Stuart was more consistent across the 8 lanes (the outside lanes are the hardest as the corners are sharper).

Well done to Flat Four for beating us. It was a very enjoyable night and thank you to Eddie for hosting us. I hope we will get a better turn out of Club VW members when we do this again.

Kylie took all the cool photos - thanks Kylie.

Jeff Swords

The computer counted down the starting lights and started the race. You controlled the cars by squeezing the trigger. Flat out down the straight but you had to back off for the corners (mostly). If not the car would fly off and crash and you lost time putting it back on.

The computer kept the lap counts going for each car and timed each lap for each car. Each race lasted two minutes, which was about 18 to 20 laps for the best drivers. Then the computer rotated the drivers and lanes for the next race, and after a 30-second pause the next race began.

Not everyone could race at once, so if you weren't driving you needed to be on marshal duty to put the crashed cars back on the track on the right lane. This was a non-stop job.

There was no 'serious' competition or keeping of scores, it was just in fun, with everyone having lots of goes and trying every lane on every track. Eddie and his wife were always wandering around helping, and watching the drivers. They would decide the winners.

Everyone raced for several hours until they started to lose interest. Craig and Martha organised for pizzas to be delivered, so we stopped for dinner and more socialising. After





## East Hills Car Show.

I recently went to the East Hills Charity Car Show. It was held at Kelso Park at Panania, on Sunday 28th July.

We met at McDonalds at Moorebank from about 8am for breakfast and coffee. We had about eight VWs turn up. Then we drove in convoy along Newbridge Rd, turned right at the aerodrome onto Henry Lawson Drive, and then to Panania RSL, where the entrance was. We arrived in a group so we could park together. We were marshalled exactly to our spots, with big spaces between the cars. We had to then register in the office and attach our stickers to the windscreens.

We had a good VW turnout, with a few more cars than



last year. The rest of the show seemed smaller than last year. It was mostly Australian cars like Toranas, Kingswoods and Falcons but also some interesting classics. The spotless Morris 1100 was back and there were several pre-war cars. There were a couple of historic Police cars, an early Commodore and a Falcon hardtop.

Ken arrived a little later in his Superbug but was able to park close to us. There weren't as many trader or food stands this year, but there was a coffee van, a pizza trailer and the usual sausage sizzle.

We mostly sat in the sunshine, talking to the visitors as they wandered past our VWs. The Kombis always get plenty of people stopping to look, especially the Campmobile. Kids always want to climb into Wayne's Microbus.

Many of the cars started to head off home after lunch, so the trophy presentation was held at 1:00pm. Most of the







trophies were for the Australian and US makes. Marino won our only trophy, for best Four-Cylinder custom car. Well done Marino.

Last year we won Best Club display and we should have won it again - but they don't allow the same winners two years in a row. So Wayne didn't win a trophy either.

It was a shame that numbers were down but they still raised lots of money for the motor neurone charity. It was an enjoyable day.

Thank you Kylie for the photos.

Jeff Swords

## Lucky first prize winner of VW Nationals raffle.

Our 5 year old grand-daughter, Sienna, won first prize in the Nationals Raffle, a magnificent battery operated ride-in Kombi.

Roberta had bought a ticket in each of our 5 grandchildren's names (ranging in ages 21 to 5 years).

Appropriately Sienna's name was on the winning ticket as she and the Kombi are size for size.

Sienna first knew of the Kombi when she came home from school to find it in the garage. Her reaction said it all, she stopped dead in her tracks and her eyes were as big as dinner plates. There was no holding her back. After a very brief introduction to the controls she was off and away.



Sienna mastered control of the Kombi in no time. Select the quickest speed, reversing, not a problem, lights on and lean on the horn.

At every opportunity Sienna drives up and down the footpath waving and calling out to all the neighbours.

Thanks ClubVeeDub and thank you Carl Moll for sourcing the Kombi and storing it. Sienna loves it.....maybe a new club member in years to come!!!!

Bob and Roberta Hanna





# Klub Korrespondenz.

From: <Ronan Sill>  
To: [president@clubvw.org.au](mailto:president@clubvw.org.au)  
Date: Sat, 11 May 2019 14:30:40 +0100  
Subject: 1957 VW Beetle from Australia

Dear Sir,

Greetings from Burton On Trent, England!

I have just acquired a 1957 Beetle originally from Australia. It moved to Jersey for a long period and in 2009 it came to England. Chassis 1680895 (M/Y 1958)

The car was very well looked after in Jersey.

I bought it because I have been into VWs and Mercedes in particular since the age of 14, and I am now 70! My first car was a black 1961 Beetle which I treated like a Rolls-Royce. My other VW is a 1979 Cabriolet.



May I ask you a few questions.

The wheels were recently stove enamelled in black. Were Australia Beetles sold with one colour on the wheels. I know that South African cars were thus.

Did the cars come from South Africa?

Should the car not have a filler cap with Kangaroos either side of the VW logo?

The car has remained rust free from new. The seats show some wear on the driver's seat. Strange front indicators. Might they be from an Australian car?



My wife and I are looking forward to driving on the Continent with this car later in the year.

I would like to display a sign of some sort of its Australian origins. Ideas, suggestions, gratefully received.

Is it possible to know where it was delivered to? How many owners in your country?

I look forward to hearing from you, Thank you .

Kind regards,

Ronan Sill

Hi Ronan,

Australian Beetles (from mid-1954) were CKD assembled in Melbourne from German-built export kits. Unlike the UK and the USA, where VWs were always imported whole from Germany, our federal government of the time put high tariffs on imported cars to encourage local assembly and manufacture. The higher the local content, the lower the tariffs. Thus, from 1955, the Melbourne factory tried to include as many Australian-made components as possible - tyres, batteries, glass, electrics, rubber, cloth etc etc. Bosch and VDO also had nearby factories in Melbourne to supply the assembly plant (and other makers too). By the late '50s, local content was already over 50%. By 1960, the factory had expanded enough to actually stamp the panels from Australian steel, so from then on they are regarded as 'manufactured' here, rather than just 'assembled'. Local content reached 90% by the mid-60s, including casting of the engine parts.

Your 1957 VW was therefore locally assembled from German-made panels - welded and painted here and assembled with largely German components. However you will find numerous Australian-made parts. The paint colours are also uniquely Australian, made by Balm-Dulux in Australia.

Australian wheels were NOT mono-colour. They had cream centres and body-colour rims. The chrome hubcaps had the VW symbol painted in black.



No there was no connection between the South African and Australian VW plants. The SAf plant serviced the African continent, while Australia serviced the South Pacific and some south-east Asian countries. No South African-made VWs were sold in Australia until the Polo in the early 2000s.

1957 cars are too early for the kangaroo fuel cap; they were the same as the German ones then. The kangaroo cap came in with full manufacture in the early 1960s.

1957 Australian VWs did not have indicators, front or



back - only the semaphores in the B-pillar. Indicators were not fitted until mid-way through 1960, the normal narrow ones on top of the front guards. This was also when the so-called '50-50' taillights from the Italian market were fitted at the rear. Many Australian owners of semaphore Beetles fitted aftermarket indicators later on; these were commonly available caravan-style indicators from Hella etc.

The only way you will know where it was originally sold and serviced is if the original owners' guide and service booklet still exists in the glove box or door pocket; the dealer always stamped the booklet at each service. If these are lost, sorry there is no way to tell now.

There were 260,055 VW Beetles sold in Australia from 1954 to early 1977. Up until the late 1960s more VWs were sold here each year than in the UK, even though our population was less than a quarter of the UK's. There are probably still a couple of thousand left, not bad for a car not sold here for 42 years.

This page documents many of the Australian changes, and differences from the German-made UK/USA market cars:

[www.clubvw.org.au/austvw001](http://www.clubvw.org.au/austvw001)

Have a look at this old 35mm film called 'Shape of Quality,' shot in the Melbourne factory in 1964, at the time of full local manufacture. It shows how our cars were put together - on a much smaller scale than in Wolfsburg. This is part 1 - click on Part 2 and 3 to watch the whole thing.

[www.youtube.com/watch?v=yNRBfy8ay4E](http://www.youtube.com/watch?v=yNRBfy8ay4E)

I've attached an Australian VW ad of the time - you could print it off on A3-sized paper, laminate and prop it on the windscreen for shows, to illustrate its Australian origin.

There's a good article on the VW in the November 1957 issue of the Australian Modern Motor magazine - it might be worth buying it on Ebay and displaying it with the car too. There are lots of period Australian car magazines from that time on Ebay.

Dear Steve and Phil,

Brilliant! Many thanks for your most interesting reply, shedding light on my Aussie Beetle. The wheels will very soon now be like the German/Australian cars. This morning I was polishing the inside edge of the hubcaps and noticed some ivory paint under the dirt !

The car's mileage which is under 76,000 miles from new appear genuine. The car has had a pampered life, never been welded, etc. The engine /gearbox are great. The brakes are a bit iffy, remembering my former 57 Oval window. Possibly only adjustment as I know they were attended to and has done hardly mileage in recent years.

Two owners in Jersey looked rather well after the car. One of them has recorded the mileage and service work from 1960. No names despite the detailed service record. I will attempt contact with those people and those who owned it in the UK. I do not have any Australian service booklet or literature.

I will follow your advice and fly the flag for VW Australia at meetings thanks to the information you have supplied.

I very much appreciate the information you have given me so promptly.

Here is our first outing in our Melbourne-assembled VW Beetle.

After your most informative and lovely letter, I got to spray the wheels to the German & Australian specification.

Today we had brilliant sunshine, so in honour of your country, my wife and I headed for Melbourne! We did not see any VW factory or offices, but rather a quaint little English town. Our Melbourne is located a little south of Derby and Nottingham in the county of Derbyshire.

In September, we will take it to Paris! In Melbourne, tourists and an old acquaintance I had not seen for years complemented on the very smart car.

Ronan







**VW-Bus mit Elektroantrieb: Die Kapazität der 850 Kilogramm schweren Bleibatterie reicht für eine Fahrtstrecke von 50 bis 80 Kilometern**

VW bus with electric drive: The capacity of the 850-kg heavy lead battery is sufficient for a journey of 50 to 80 kilometres

## VW electric vans.

*Der Spiegel magazine, September 1979*

In the discussion about the car of the future, the electric drive is playing an increasingly important role. For some time, this environmentally friendly drive system has proven itself in test cars of various car manufacturers. Volkswagen has also developed a VW bus with an electric motor to series maturity in recent years. Recently, even the first of these VW electric cars was delivered to a customer.

The future has already begun in the research department of the Volkswagen factory. For years, development work for the car of tomorrow has been in full swing there.

Various VW models that run on alcohol mixtures such as methanol and ethanol are currently still in the testing stage, while another vehicle with a drive that consumes neither oil nor gasoline, has already found its first buyer: on July 28 this year was set in the northern German city of Stade, the first in mass production VW van with an electric motor in the service of the local public utilities.

Whether this is really a propulsion system for the future, and whether the idea of powering cars will actually prevail over the next few years, can certainly not be decided by any development engineer.

Because still stands the advantages that characterize such an electric car - it generates, for example, no harmful emissions, moves extremely quietly, its engine requires little maintenance - a major negative point: electric cars have only a very limited range of action and are therefore for the majority of motorists who want to cover even longer journeys, little interesting.

Even the first electric van of the Volkswagen factory has that disadvantage, but it was decided nevertheless to

further develop this car to series maturity. The Wolfsburg sales department discovered a field of application for which the scooter is very well suited. In the service of public authorities, municipalities, public transport companies or larger companies, it should be used in urban transport or for transport tasks in large workshops or warehouses.

Private buyers of this car should also be deterred by the high purchase price: VW requires for a fully equipped VW electric bus after all about 60 000 marks.

This car is undoubtedly one of the most expensive developments of the VW factory. But just as remarkable as its price is the technical conception as well as the performance of the Wolfsburg electromobile.

The quiet buzzing engine in the rear of the car makes a maximum of 33 kW and develops a torque of 160 Newton meters over the entire speed range. The continuous output of the drive unit is the VW plant with 17 kW and its maximum speed is 6700/min.

Motorized in this way, the bus accelerates from 0 to 50 km/h in twelve seconds and reaches a top speed of 70 km/h.

A fixed gear ratio, which corresponds to the second gear of the conventional transporter, makes coupling or switching superfluous. To drive backwards only a pull switch must be operated, which changes the direction of the motor.

Despite its relatively high weight - with battery and driver brings the electric Bully around 2300 kilograms on the scales - allows a reinforced chassis and a stronger floor group still a payload of another 800 kilograms, so that even larger transport tasks are to cope with this car. The load compartment, between the front and rear axles, contains the actual core of the car, a heavy lead battery weighing 850 kilograms, which supplies power to the drive unit via a thyristor circuit. At a rated voltage of 144 volts, the capacity







of the current conserve is sufficient for a travel distance of 50 to 80 kilometres, which corresponds to an energy consumption of about 55 kilowatt hours per 100 kilometres.

The electric car then has to 'refuel' on a charger for several hours at a time. To shorten this time, efforts are being made to set up a special supply infrastructure in Germany. The GES, a subsidiary of the Rheinisch Westfälische Elektrizitätswerke (RWE) has taken the first step in this field with special petrol stations in several cities a few months ago, where electric cars not only need to be maintained and cared for, but also used batteries can be quickly replaced with fresh batteries.

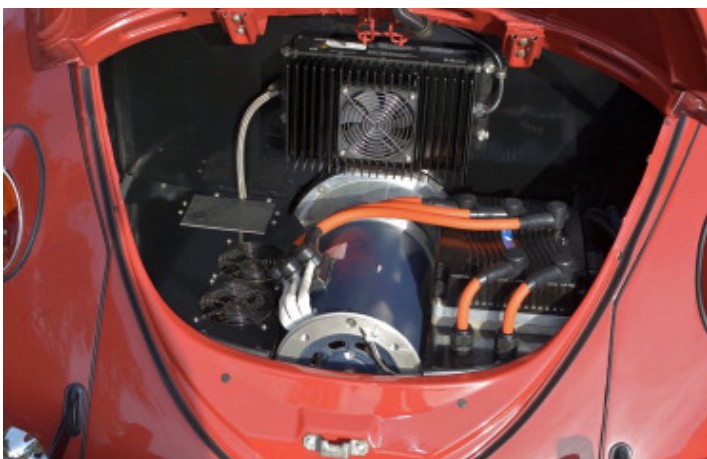
Despite these initial efforts, the development of electric propulsion is being driven forward, especially in the energy storage sector. For example, batteries made of nickel-zinc alloy are currently being tested by NASA. They should allow not only a longer life and a wider range of action for electric cars.

Translated from the German by Google Translate

(This restored 1979 Elektro Transporter can be seen on display at VW's high-tech Dresden factory in Germany - Ed.)

## Electric Volkswagens.

Could this be the future for your Volkswagen? Electric vehicles have been around even before combustion engines were fully developed. But they have been vastly overshadowed by petrol cars for more than 100 years. With the end of petrol and diesel cars widely predicted, that seems about to change drastically over the next decade or so.



It's obvious that petro-dollars, diesel scandals and geopolitics have a heavy hand in this.

A sure way to future-proof your classic VW is to wipe out the engine and fit an electric motor instead.

Years ago the average petrol-head would have told you the auto apocalypse was nearing. Oil reserves were 'drying up', the government is out to ruin car culture, and it won't be long before we're all zipping around in soul-less electric snooze mobiles. None of this has come to pass.

In the past we have all seen Volkswagen convert some of their test vehicles to electric by adding electric motors and large battery packs. An electric Transporter in the 1970s was the first I can remember, and later there were some successful electric test Golfs in the 1980s. Nowadays you can buy a fully electric Golf, called the eGolf, in Europe and North America - and even in New Zealand.

Traditionally you think of electric cars as tiny, flimsy short-range little cars like glorified golf carts. To me they seem a bit boring and probably a fire hazard. Perhaps it's manufacturers like Tesla that have changed the minds of motorists. Nearly all makers have new generation electric cars on the drawing board and some you can already buy here. The NRMA is pushing them hard.

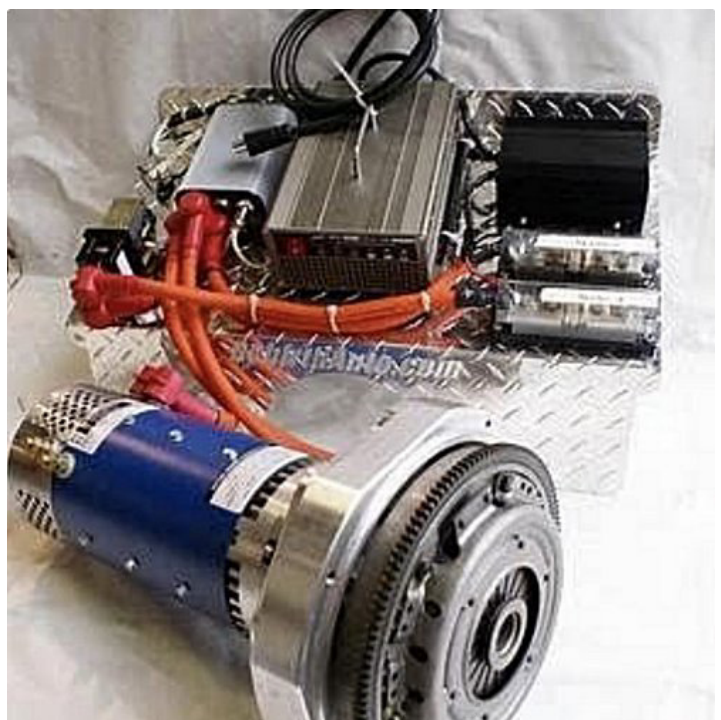
It doesn't seem so doom and gloom any more - at least if you live in the city with close-by charging stations and a short daily commute.

Don't forget Volkswagen won the Pikes Peak with an electric car. VW's new 'I.D.' electric range of cars, people movers and vans - even maybe a beach buggy - will be here in a year or two. Technology has come a long way.

Apparently classic Volkswagens make great electric vehicles because of their small light-weight bodies. Also some later Volkswagens and Porsches with complex petrol motors with problems can be bought cheap and converted to electric propulsion.

Cars with dead engines and good gearboxes will soon become relevant, and maybe sought after by the next generation as the technology becomes cheaper.

Ashley Day





# 'Politically incorrect' old magazine ads.

Oh dear! From an oldie who can remember; we would not get away with any of this today.

But they something to think about for that new car when you get it !!

Carl Moll

Keep Baby SAFE with a "Lull-A-Baby" Car Hammock



\* Baby constantly visible; rear view vision not impaired.


**SAFEST, MOST COMFORTABLE CAR BED EVER MADE**

**FITS ANY HARDTOP CAR ONE-MINUTE INSTALLATION**


RETAILS FOR ONLY **\$ 6<sup>95</sup>**

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAMMOCK FROM YOUR LOCAL DEALER OR PURCHASE IT AT 518 Lighthouse Avenue, Monterey, California.

NOW! You can travel with **YOUR BABY** in complete SAFETY and comfort with the revolutionary new "TRAVEL-SAFE BABY CAR HAMMOCK"



**CONTACT US NOW "TRAVEL-SAFE BABY CAR HAMMOCKS"**  
 257 ENMORE RD., MARRICKVILLE, N.S.W.  
 Telephone: 51-6602 a.h.: 77-3055



**Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.**

166 POPULAR SCIENCE JANUARY 1963



**Spread Your Legs!**

Enjoy maximum leg-room in the new Pontiac Star Chief

**USE CAR'S EXHAUST TO CLEAN CUSHIONS**



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions



**FLARE-O-FLAME**  
Reg. Trademark Pat. Pending

FITS ANY TAIL PIPE  
EASY TO INSTALL

**"CUSTOMIZE" YOUR EXHAUST**  
for only **\$2.**

**THE NEW TAIL PIPE ATTACHMENT THAT GIVES YOUR CAR THAT JET LOOK!**

- FIERY RED BY DAY
- FLUORESCENT BY NIGHT FOR ADDED SAFETY
- GIVES YOUR CAR LONGER APPEARANCE
- FLARES OUT ONLY WHILE IN MOTION
- FLEXIBLE, DURABLE NON-INFLAMMABLE

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FLARE-O-FLAME P. O. Box 1776 Colma, California RR-8

Enclosed is \$\_\_\_\_\_ for \_\_\_\_\_ Flare-O-Flame tailpipe attachments.  
Send cash, check or money order.  
(The cost for each is \$2.00 postpaid or \$4.00 per pr.)

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City: \_\_\_\_\_ Zone \_\_\_\_\_ State: \_\_\_\_\_



Sooner or later, your wife will drive home one of the best reasons for owning a Volkswagen.

Women are soft and gentle, but they hit things.  
If your wife hits something in a Volkswagen, it doesn't hurt you very much.

And a VW dealer always has the kind of fender you need. Because that's the one kind he has.

It may make you furious, but it won't make you poor.

So when your wife goes window-shopping in a Volkswagen, don't worry.

VW parts are easy to replace. And cheap. A fender comes off without dismantling half the car. A new one goes on with just ten bolts. For \$24.95\* plus labor.

Most other VW parts are interchangeable too, inside and out. Which means your wife isn't limited to fender shopping.

You can conveniently replace anything she uses to stop the car.

She can job the hood. Graze the door. Or bump off the bumper.

Even the brakes.



**Nash Thought of the Children, too, in the World's Finest Travel Car!**

**If your husband ever finds out you're not "store-testing" for fresher coffee...**

... if he discovers you're still taking chances on getting flat, stale coffee ... we be unto you!

For today there's a sure and certain way to test for freshness before you buy

**STACKED FOR CONVENIENCE**

**MICROWAVE OVEN • HOT FOOD SERVER • SELF-CLEANING OVEN**

You've got great things going for you in Thermador's fabulous three-in-one built-in. It lets you arrange intimate little feasts so that you get to the piece de resistance at exactly the right moment.

Equipped with a browning element to double the appeal of an exotic dish, the Microwave Oven cooks food in minutes instead of hours.

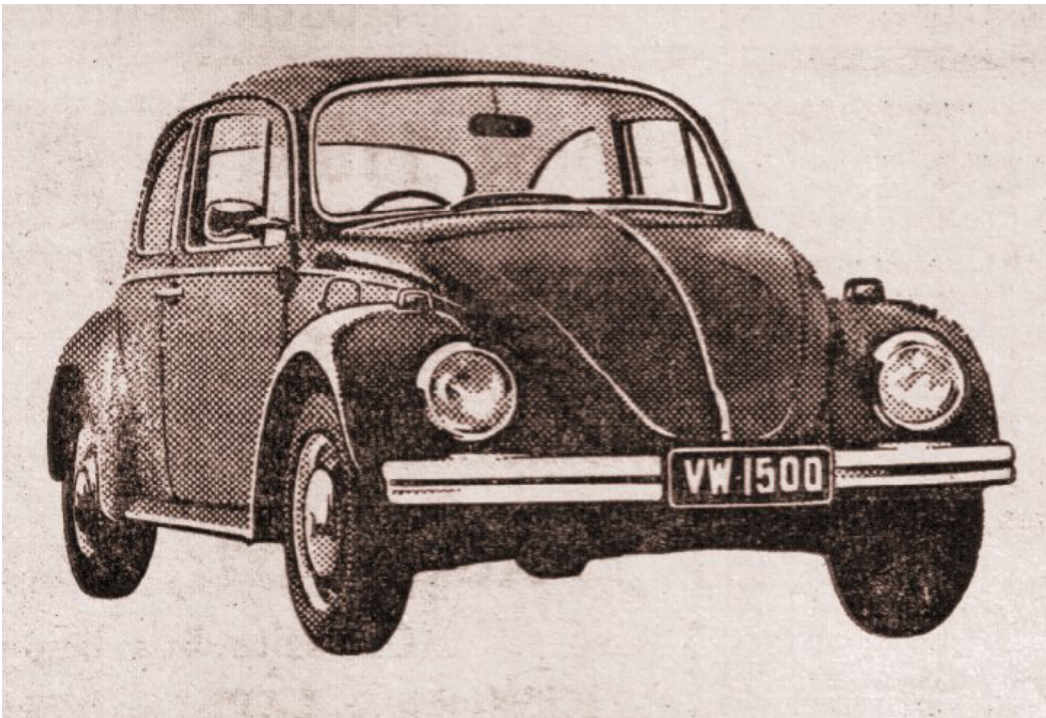
The Hot Food Server keeps everything warm until you're ready for action. The Self-Cleaning Oven allows you to let your casserole runeth over without facing the music later.

The beauty photographed above, is a total cooking appliance strategically stacked and endowed with the most refined developments for culinary perfection. It allows you to temper with time by giving you freedom to serve when it is convenient.

Write for details on how to equip your kitchen with such a beauty. It's one of a large family of Thermador Microwave Ovens.

**Thermador** **NI**  
A Division of Norris Industries  
3140 Olympic Blvd., Los Angeles, California 90002





## New VW Beetle 1500.

*The Manly Daily, Saturday 30 March 1968*

VW uses a tried formula to good effect.

One glance shows the new Volkswagen Beetle 1500 follows closely the style and mechanical layout of its many predecessors - but the 'new' description is justified.

Despite the familiar lines, not one body panel of the 1968 model is interchangeable with the Australian 1300.

Many of the mechanical components are also new, including the steering column - which collapses in an emergency - engine, gearbox, front and rear suspension and the braking system.

Even the electrics have gone to 12 volts, and an optional three-speed semi-automatic transmission is available now for a modest \$140.

How long the small VW will remain in production is anyone's guess. The German factory is running at record production and the ubiquitous Beetle seems still some years from the end of its evolution.

Despite a determination to retain the original styling of the car, the factory has made far more concessions to conventional practice than external appearances suggest.

VW salesmen may be last to admit it but the Beetle has become a conformist in its advancing years.

### Proud boast

The original slow-revving 1100cc engine, which developed 34 b.h.p. at 3600 r.p.m. has been enlarged and speeded up. It now develops its maximum power (53 b.h.p.) at 4200 r.p.m., a speed which is closer to most four cylinder cars on the market.

The 12-volt electrical stem is yet another concession. VW defied for years the swing to 12 volts, necessitated by the rising number of electrical accessories fitted to cars.

Volkswagen was easily the last of the breed employing

a six-volt system. But the 1968 model 1500 not only has 12 volts but proudly boasts about it. There is a '12 volt' sticker in the door jamb, where you see it every time you open the door.

Disc brakes, a collapsible steering column, twin brake circuits, a higher bumper and better headlights have been introduced as a result of the recent world-wide emphasis on safety.

Some things remain the same - the air-cooling system, rear-wheel drive, 15in. wheels with a corresponding ground clearance of almost 7in. (18 cm), an exceptionally good gearbox, one of the finest rough road suspensions in the business and a steel tray which protects the underside of the vehicle.

The designers have boosted power and softened the springing both front and rear to provide a 'bigger-car' feel. The result is a much more pleasant car to drive, particularly as it no longer has to be "rowed" by the gear lever when travelling through the city.

The new model pulls strongly from 20 to 25 m.p.h. (32-40 km/h) in top gear and has a long-legged stride which provides a genuine cruising speed of 75 m.p.h. (121 km/h) on the open road. The improvement in top gear flexibility is noticeable.

The "big car" ride comes also from the softer springing. There is a little more tendency to pitching on rough roads but the suspension changes are otherwise very much for the better.

The effect has been to soften the ride for normal highway work and reduce the oversteer. This has been achieved without reducing appreciably the car's ability to handle really rough roads with bewildering ease.

Contributing to the better road manners are a wider track, new ball joint front suspension, a rear axle equaliser spring and softer spring rates for the torsion bars.

### Fuel filler

Sensible drivers do not corner fast enough to be affected by the reduction in over-steer but they will notice the big difference in straight line stability. The 1500 is still affected by side winds at speed but the former tendency to dart a foot or so across the road when hit by the wind is greatly reduced.

Externally, the 1968 car differs from the 1300 by having a more bulbous rear engine lid - to accommodate the bigger engine - higher and stronger bumper bars and headlights which are mounted vertically.

The window area is bigger by 15 per cent and the fuel cap is located externally and not under the bonnet. This may please fuel pump attendants more than owners as there is now no anti-thief protection for the fuel filler.

The headlights are far more effective, partly because of their new position but mainly as a result of the switch to 12



volts.

The most important mechanical change is the 53 b.h.p. engine, which puts more pep in the acceleration and gives improved top gear flexibility. Disc brakes are fitted on the front wheels with a dual-circuit hydraulic system of the kind mandatory in the U.S.A. and also fitted to the latest Australian-designed cars.

Larger windscreen wipers are used but there is a large unswept area on the right of the screen. A small but useful point is the use of self-locking devices to stop the passenger seat tilting forward under hard braking.

Squashy control knobs should not gash a passenger thrown forward in an accident. New wheel rims are designed to hold the tyre firmly in place in the event of a blowout.

The driving position remains basically the same. The brake pedal is still high off the floor, giving the driver unnecessary right leg exercise, but the gear shift is snappier to use, after being straightened and moved back by almost three inches (75 mm). The handbrake is shorter, the ignition lock repositioned and the fuel gauge built into the speedometer housing.

The mechanical changes are immediately apparent on the road but the noise level has not been reduced and is higher than many competitive cars.

The rear side windows do not open - a point which rear-seat passengers will notice quickly.

### Good finish

Two faults arise from the fact the VW 1500 Beetle is now fully imported, meaning the car is basically intended for driving on the right-hand side of the road. This is why the windscreen wipers clear much more of the left side of the screen, and why the bonnet catch is located handy to the passenger, not the driver.

On the other hand, the steering lock favours our kind of driving. The car turns in a 32ft. (9.75 m) circle to the right and in 35½ft. (10.82 m) to the left.

Full importation has a corresponding advantage - the quality of the paint and trim. No one in this price class can top VW when it comes to all-round finish.

Local assembly of this model is planned to commence in a few months' time, so it will be interesting to compare the build quality at a later time.

**This year, there's  
more power  
behind us.**

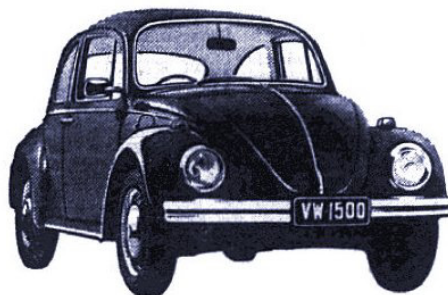


**A new 1500 cc engine, in fact.  
So you get lustier acceleration,  
more responsive performance.  
And we get a bigger following.**



VWA 3208

**It's a beautiful country.  
See more of it.**



**This year, there's 15% more  
window area in the new Volkswagen  
so you can see 15% more  
of Australia. And your neighbours  
can envy 15% more of you.**

VW A 3009



The rear seat folds down to take extra luggage when only two passengers are aboard, but without this extra space the luggage room is restricted. There is reasonable room for suitcases under the front bonnet, plus a slightly-smaller locker area behind the back seats.

Equipment includes excellent disc brakes with a powerful and easy-to-use handbrake. The collapsible steering column will absorb the shock in the event of a crash.

There is an excellent heater system and improved fresh air ventilation. The two-speed wipers are supported by pneumatic washers. An external mirror, two coat hooks and two grab handles are fitted also.

The timeless appearance of the VW Beetle is deceptive, for the car has changed continuously through the years. The latest model combines modern engineering with an entirely new body.

### At a glance

Price: \$1999

Power: 53 b.h.p at 4200 r.p.m.

Engine: Four cylinders, air-cooled, o.h.v., 1493cc, compression ratio 7.5 to 1, bore and stroke 83 x 69 mm.

Transmission: Four-speed, all synchromesh

Acceleration: 0-20 m.p.h. in 2 sec., 0-30 in 5 sec., 0-40 in 8.5 sec., 0-50 in 13.7 sec., 0-60 (0-100 km/h) in 19.5 sec.

Top gear: 20-40 m.p.h. in 13.2 sec., 30-50 in 12.9 sec., 40-60 in 13.8 sec., 50-70 in 17.3 sec.

Top speed: 80 m.p.h. (129 km/h) (speedometer reading), third gear 66 m.p.h. (106 km/h), second gear 48 m.p.h. (77 km/h), first gear 28 m.p.h. (45 km/h)

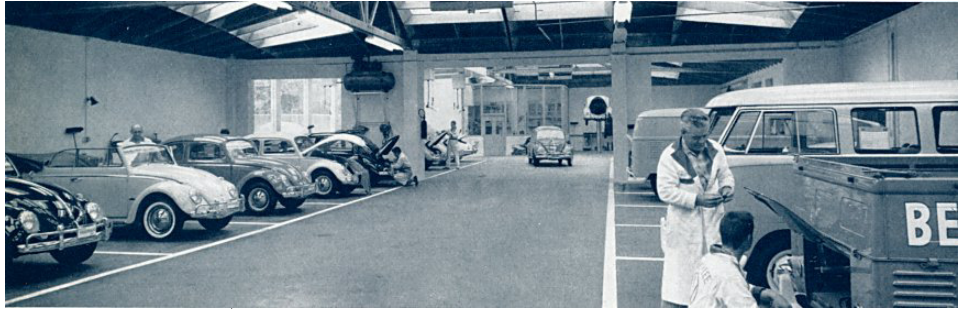
Fuel consumption: 3.6 gallons (16.4 L) for 106 miles (171 km), average 29.2 miles per gallon (9.7 L/100 km), including high speed, hill climbs and acceleration tests; touring, 35-57 m.p.g. (5 - 8 L/100 km); city and suburbs, 28-30 m.p.g. (9.5 - 10 L/100 km), range about 300 miles (485 km).

Pedr Davis



# Volkswagen Service.

*VW Club of NSW 'Club News', August 1965*



With considerable interest I read the short dealer memos on Service of Volkswagens, and it reminded me of a notice I saw in a V.W. Service Station. "If we please, tell others; if we don't, tell us." And that is what I have always carried out, with good results.

From the time I bought my first VW 1200 in 1955 many 3,000 mile (5,000 km) services have come and gone. In that period I have had some complaints, which were brought to the notice of the service manager as quickly as possible. So I carried out the "tell us" slogan, and have always had good results. As a poor service can get past the-service manager also, he must rely on the word of the mechanics that the job was carried out correctly. Another factor is pruning down costs, and time limits are the ones that get preference over others. So there it is, more services per hour, less time spent on each vehicle, and something must go by the board. I do not say that all complaints are justified, or all service stations are right, but these situations can be overcome by each side getting down to the trouble concerned.

Back in 1955 I bought my first VW 1200, and the vehicle had a few minor troubles that were fixed in the first 3,000 miles (5,000 km). Then in 1959 I bought another brand-new VW. After taking delivery of the car I was shocked to find that it jumped out of fourth gear after driving five miles. The Dealer was contacted by phone and a young fellow answered, and when told the news he asked did I know how to change gears? After putting him in the picture quick smart, an appointment was made for the next day.

When the car arrived at the dealer I asked for the head mechanic to check this out. Even then I was not believed until the car was taken for a drive. Within minutes it was back; yes that was correct, it was found that the selectors were loose as two peas in a pod. This trouble went right back to the production line, and one would wonder how this could ever happen. Within the 6,000 miles (10,000 km) period the car was 100%. No troubles for 64,000 miles (103,000 km), used every day, also in all types of events, trials, motorkhanas, hauled caravans, worked hard, driven hard and when sold was in excellent condition.

Then in 1964 I bought a new red VW 1200 Deluxe. Now here was a car that confounded owner and service man alike. From the day it was bought it was a noisy runner. The car drummed like mad, the gears whined, and when cold it



made such a racket it was thought that at any moment the transmission would blow apart. But it went like a jet, and the faster it went the quieter it got, and at full chat it ran perfectly. At each service it was checked out and the transmission was pulled down and completely overhauled. Still it was a noisy car. On the second check it was found to be perfect, not one thing was wrong with it. As a last resort the connection between gear box and gear lever was changed to a different type and there it was. The car was quieter from then on, but that howl when the car was cold could not be stopped, it lasted up to two miles and then would go. It seemed that this was just something that we would have to live with and so we did, and enjoyed many long trips. Other than this strange noise there was nothing to complain about. Load it down with four passengers and luggage and with no effort it would cruise at 75 to 80 m.p.h. (120 to 130 km/h) and give 40 m.p.g. (7.0 L/100 km). In fact, at one time it revved out to well over 70 m.p.h. (113 km/h) in third gear with four up (it was not intended to do this - I forgot to change gear). It paced other 1200s and beat them loaded down. On a certain road from point A to point B the 1500 S is not much faster than this car was.

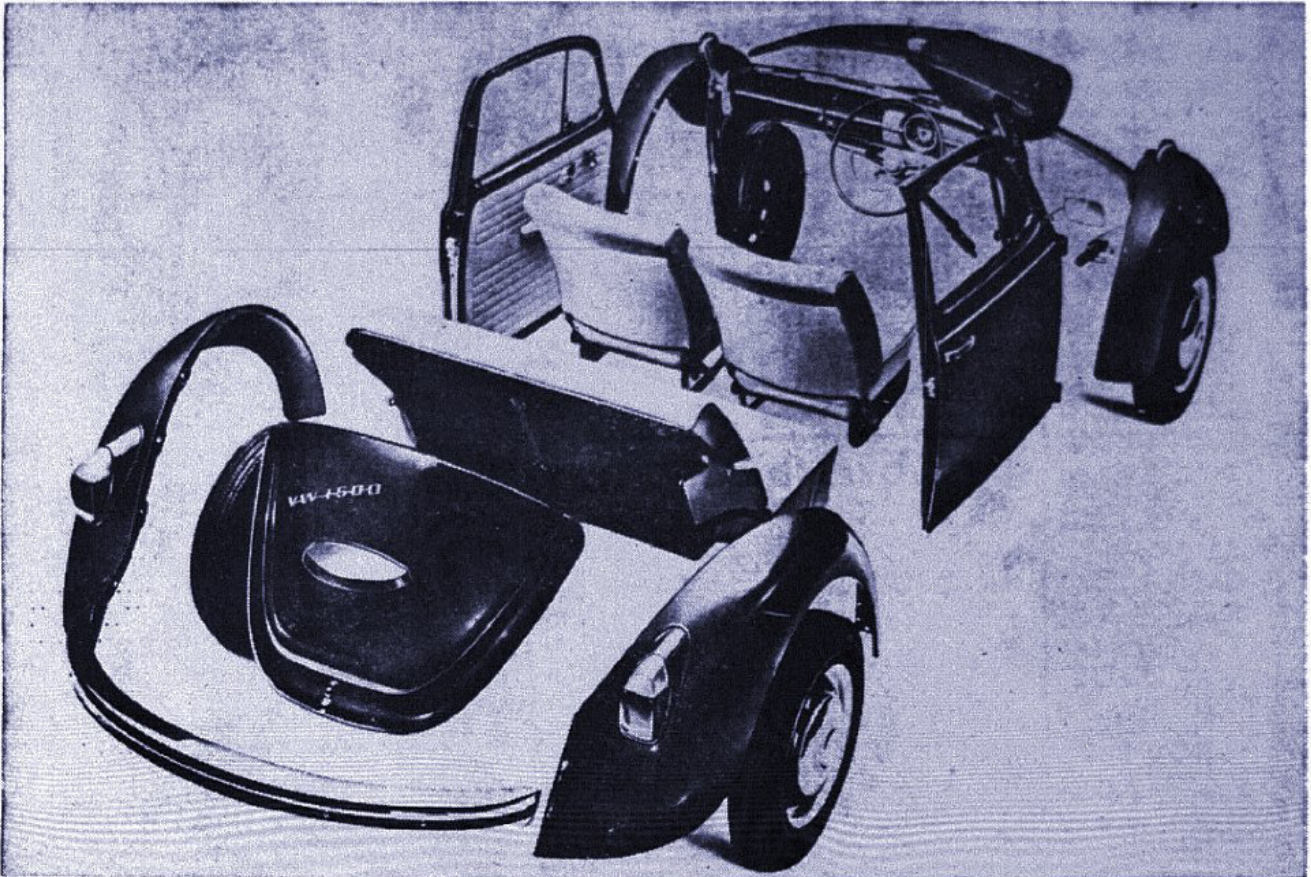
Getting down to the point of the matter. I have been more than satisfied with services and the cars I have owned over the years. While VWs are made I would never change, because point for point VWs are far ahead of the others higher or lower priced. A friend of mine owned a BMC vehicle and decided to go to a bigger car and he bought a local product. This car is the same age as my 1500 S. He has had the push rods replaced, a new water pump and a self starter replaced, and he is not happy at all. It's cold as blazes in the winter and last heard he was buying a heater to stop freezing. His economy is way down, he pushed it a bit on a trip to Melbourne and when asked how he went he replied "I got there."

One thing to remember is there is no car made that is perfect in every detail, but some are a hell of a lot worse than others. I am proud to own a VW and though at times I have not been happy with the product, I would not change over for any price.

With the present VW 1500 S I have pushed it to the limit, 97 m.p.h. (156 km/h) on the flats with no effort. It gives over 44 m.p.g. (6.4 L/100 km) with four up. On a 160-mile (260 km) trip, which was up and down mountains, and also in an Economy Run, it put up a terrific performance, pushed past the red line in motorkhanas and at the last Interstate Motorkhana it hurred around like a bullet. It has no vices, and all this comes back to excellent service this car has received. I don't have to say who handles this job, but just look at the Hurstville VW dealer sticker on the rear window.

Eric Willington



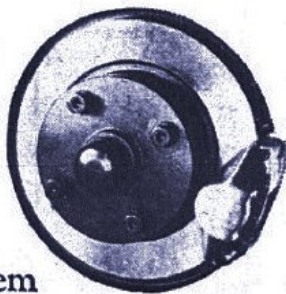


## All the changes in the picture are some of the changes in our '68 revolution.

To engineer our '68 revolution, the first thing we needed was a big new engine, now 1500 cc. and now faster through the gears.

There are bigger bumpers so the revolutionary 1500 Volkswagen can defend itself against bigger bumpers. The windows and tail-lights are bigger so you get a better look at other people and other people get a better look at you.

There are disc brakes in front and a dual brake system; the brakes are better. And so is the new battery (12 volt), the new fresh-air system



and the new collapsible steering column.

The dashboard controls bend instead of bending you.

In this picture alone you can find over 40 changes that make the revolutionary new 1500 Volkswagen revolutionary.

But are all the changes in the picture all the changes in the Volkswagen?

No.  
We're still not quite radical enough to offer you a car without a roof.



# VW NATIONALS Sponsors 2019.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2019 possible. Please support them, because they support us.

Air-Cooled Garage	(QLD) (07) 5415 0633
All Metal Bumpers	0438 765 098
Andrew Dodd Automotive	(02) 9683 2184
Antique Tyres	VIC (03) 9458 4433
Artemi's T-Shirts	0415 163 313
Australian VW Performance	VIC (03) 9725 5366
Black Needle Motor Trimming	(02) 4722 5333
BWA Performance	(02) 9838 7373
Cafe Express	0414 263 333
Custom T-Shirts & Trophies	0407 946 939
Das Resto Parts	QLD (07) 5568 0143
Euro Revolution	0410 541 322
Evolution Car Hire	0419 494 465
Exoticars Service Centre	(02) 9683 2110
Forty Horse T-Shirts	0404 092 551
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 6444
Jarrood's Shakes n Snags	0435 813 851
Just Kampers Australia	(02) 9645 7660
Kombi Crazy Collectables	0439 336 614
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	0414 857 259
Lowd Vans cabinets	VIC (03) 9689 9929
MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060

Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
Mullerhaus	0412 449 389
Nymeyer Automotive	(02) 4945 4811
North Rocky Mechanical	QLD (07) 4922 0555
PPC Restoration Products	(02) 9999 0122
Quik Strip Bankstown	0418 440 131
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Slot Shop slot racing	(02) 8937 2791
Stan Pobjoy Race Engineering	(02) 6654 3694
Top Stitch Motor Trim	0422 216 935
VanEssa Mobilcamping	1300 221 000
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
Warby's VW Stickers	0423 113 654
Wayne Penrose VW	(02) 4272 5644
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Yehaar VW Glassware	0401 156 900
Zelicious Woodfire Pizza	1300 059 960



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