

# Zeitschrift



Vale Ferdinand Piëch (1937-2019)

## September 2019

### IN THIS ISSUE:

Shannons Eastern Creek  
Split-window Kombi Cruise  
Ferdinand Piëch  
1977 Bathurst 1000

Canberra Fish n Chips  
War Memorial Kübel  
More Ash Articles  
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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	Shirley Pleydon	
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Craig Adams	Martha Adams	
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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<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
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## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 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      Vintage Vee Dub Supplies  
H&M Ferman                      Volksbahn Autos Pty Ltd  
Stan Pobjoy Racing Engineering

### 25 years and over.

Aust VW Performance Ctr      North Rocky & Import Parts  
Mick Motors                      Shannons Car Insurance  
Indian Automotive                Wolfsburg Motors St Peters

### 20 years and over.

Harding Performance Cars      Wayne Penrose Automotive  
Indian Automotive

### 15 years and over.

All Metal Bumpers                Evolution Car Hire  
Black Needle Motor Trimming

### 10 years and over.

Antique Tyres                      VW Classic Kirrawee  
Artemi's T-Shirts                  VW Magazine Australia  
BWA Auto                              Volkscare  
Custom T Shirts                    Warby's Stickers  
Euro Automotive                    Wolfsburg Auto Melbourne  
Rod Penrose Racing

### 5 years and over.

Das Resto Parts                    Motexion  
Exotic Car Service                Mountain Mechanics  
Forty Horse                        Quik Strip  
JustKampers                        Volkshome Automotive  
Kombi Shop                         Volkswerke  
MacKellar Service Centre

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

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



**WARWICK DRAGWAY, WARWICK QLD  
OCTOBER 4-6TH 2019**

**VW**

**MICK MOTORS**

MAJOR SPONSOR  
VW WARWICK  
2019



**WARWICK 2019**



• 2 Days of VW Drag Racing • Friday Night Dyno Power Runs • Saturday Morning Street Cruise & Show Warwick CBD • Saturday Evening Special Motorsport Presentation & Dinner • Great Food & Drink From the Club Canteen

**[www.vwma.net.au](http://www.vwma.net.au)**







Mercedes-Benz Club of NSW Presents:

# SYDNEY GERMAN AUTOFEST 2019

Car Show & Family Picnic

SUN 20<sup>th</sup> 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!**





Don't miss the

★

# German Lunch & VW Nationals movie

★

Sunday 3 November

**Mount Victoria Manor**  
**11 Montgomery St**  
**Mount Victoria**

\$45 per person

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

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

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

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

All Volkswagen fans and their families welcome!

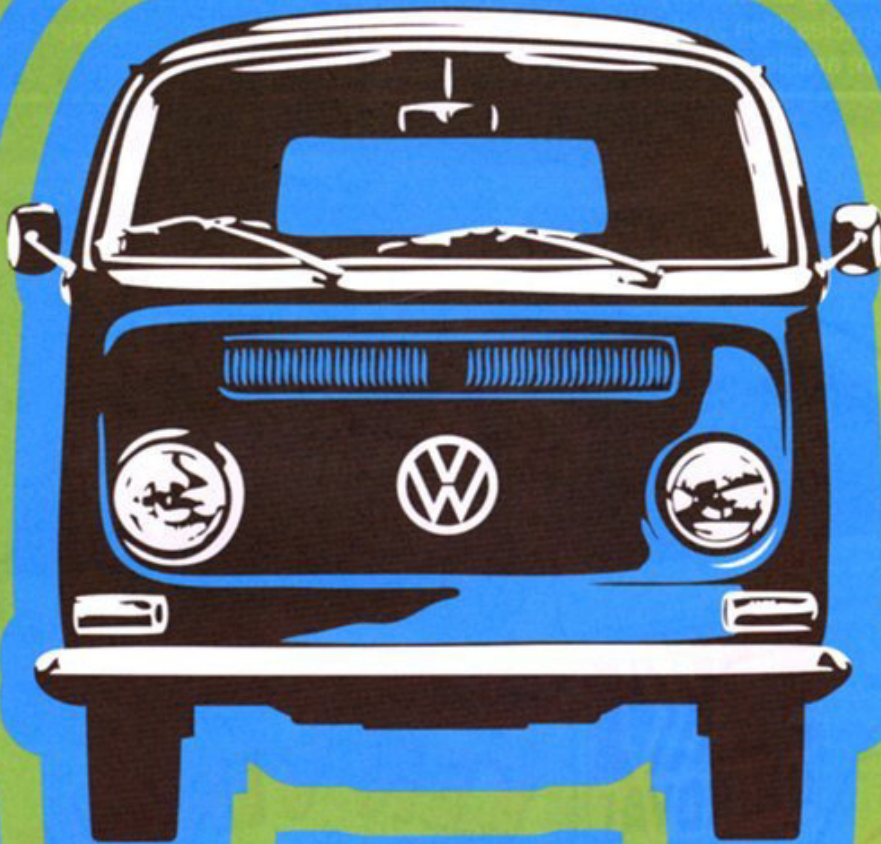
Contact Phil Mass on 0407 180446 [www.mountvictoriamanor.com.au](http://www.mountvictoriamanor.com.au)





The Volkswagen Club of Victoria Presents

# Day of the Volkswagen MELBOURNE



## T2 Kombi 68-79



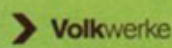
Live Music  
IdleMen - Blues inspired R&B



Rocker Cover  
Racing 11am - 1pm

**Yarra Glen Racecourse Sunday 17th November 2019**

Show 'N' Shine Swap Meet Trade Displays



YARRA GLEN RACECOURSE ARMSTRONG GROVE YARRA GLEN (MEL. REF. 275 C1). PUBLIC ENTRY 9AM. TRADE DISPLAY AND SWAP SITE ENTRY 8AM. SHOW AND SHINE ENTRIES CLOSE 11AM SHARP. IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQs ARE PERMITTED ON THE VENUE GROUNDS.





## Von dem Herrn Präsident.

Hi all, Hi all, well our Club had a car display at Shannon's Classic at Sydney Motorsport Park last month. I couldn't make it as I had to work that day. Also in August was the Split Window Cruise to Mt Wilson. Reports and photos in this issue. Coming up is the Herbie Drive In movie night, which will be great fun, and the ACT German Auto day later in the month hosted by our Canberra Chapter.

On the October long weekend is the annual Drag Racing at VW Warwick, and on the 24th November is Boris' Picnic Day. There are also lots of other car shows and events we've been invited to, so check the calendar and write them in your diary.

Our Librarian Carl would like to remind us that the library is open for members' perusal and borrowings at each monthly meeting. The library now has over 200 VW books. Members are invited to borrow a book from the library – see Carl at the meeting – and then return the book next month promptly so that others can borrow them. If you have any old VW books at home that you no longer want or need, we will be grateful if you would consider donating them to Carl, and we can add them to the library for other members to borrow.

Most our members now receive our magazine Zeitschrift in full-colour digital format, which comes out much faster than the printed version and can be read on any digital device. As for the printed version that some non-computer members and sponsors receive, it's now been five years since we changed our printer and went to a full-colour format. Bruce at Minuteman Press at Peakhurst does a great job and I'm very pleased with the results. The old black n white printed magazines from 2014 and earlier look so old fashioned now!

Even though we couldn't afford colour printing back then, you can still download full-colour PDF versions of all our older mags, right back to 2006, from our website. There are many hours of reading pleasure there for newer members who might not have seen these older issues. And also for older members who might have thrown out their old printed copies! Go to [www.clubvw.org.au/zeitschrift](http://www.clubvw.org.au/zeitschrift) and click on the year you are interested in.

There's also a page tab underneath the Zeitschrift page, called 'Old Articles'. This contains hundreds of articles from our pre-digital era, way back to 1985. This was when we produced the magazine on old Gestetners and photocopiers. The articles are sorted by category and they usually have period photos to go with them. So have a look, there are hours of reading pleasure there and some nice memories too.

Keep an eye on the Club Calendar and the flyers for coming events; springtime is a very busy time with lots of events coming up, and details are added and changed regularly. There lots of things to do with your VW so come along and enjoy your VW with like-minded people.

See you soon with your VW.

Steve Carter



## Kanberra Kapitel report.

Greetings from Canberra,

With the weather slowly starting to warm up, local car enthusiasts are emerging and many shows and events are on the horizon. Spring brings on a number of car events here in Canberra, with the most important one happening on Sunday, 22<sup>nd</sup> September – the **ACT German Auto Day**.

Dot has continued to feverishly work hard in organising year's **German Auto Day (GAD) on Sunday 22<sup>nd</sup> September** at the Canberra Greyhound Racing Club, Symonston. The final pieces are falling into place thanks to her great planning and coordinating of all the clubs attending. Real estate wars with the other clubs keeps us amused; however statistics of previous events clearly demonstrate that VW have the largest turn-out and therefore will be granted the largest amount of room for the show.

Please consider attending this year's event, as Club VeeDub (Canberra Chapter) are the lead organisers and we'd love to get as many VeeDubs there and once again be the largest contingent of all the German marques. 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. Bookings are closing very soon, 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.

Recently the Canberra Chapter travelled 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 proved to be popular with both Canberra and South Coast enthusiasts, with a number of other local car clubs attending. Please see the article on this event elsewhere in this edition of the magazine.

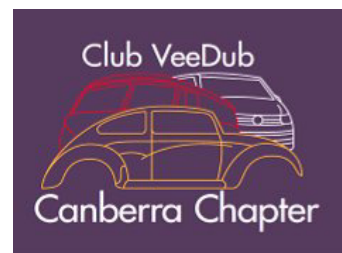
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you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

### September.

**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.

**Saturday 5th & Sunday 6th: VW Warwick Drags 2019.** Two days of Volkswagen drag race action! Dydno challenge, street parade and static show, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Great food and drink. Air- and water-cooled VWs welcome, stock or hotted. Pre-entry by Friday 20 September

is mandatory; no entries on the day. Go to [www.vwma.net.au/warwick](http://www.vwma.net.au/warwick) for entries and all info.

**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.

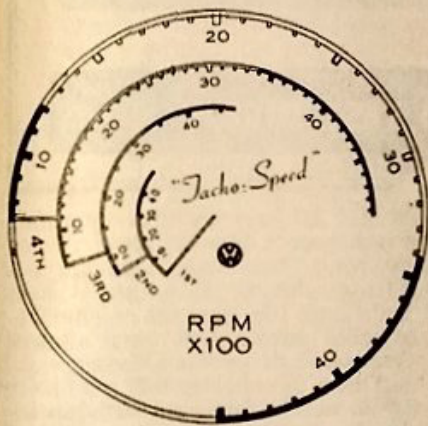
**Thursday 7th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**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.



# "Tacho-Speed" REV. COUNTER SPEEDO CONVERSION KIT FOR VOLKSWAGEN



PRICE  
**18'6**  
COMPLETE

Designed specially for the Volkswagen owner-enthusiast who desires maximum performance from his motor.

TACHO-SPEED converts your standard speedo into a Tachometer enabling you to read your engine revs. in all gears, giving race track testing methods right in your own car, while you drive.

- LESS ENGINE WEAR
- BETTER ENGINE PERFORMANCE
- MAXIMUM DRIVING PLEASURE

**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 24th: 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 nibbles and snacks provided. 8:00pm start.

## January 2020.

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

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

**Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus



**Next Club Meeting:  
Thursday  
19th Sept.  
8:00pm  
Arena Greyhound Club.**



VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

## Marktplatz.

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



**For Sale:- 1973 Type 3 'squareback' station wagon.** Fully automatic, 1600cc. 70,000 miles, Spare panel and parts. Same owner for last 45 years. No rust, has been prepped for respray. \$8,000 offer considered. Contact Kaye on 0418 473332.

**Wanted:-** Hi I was wondering if someone can help me. I'm looking for a **6 speed auto for a VW Beetle 2004 2.0L** Petrol. Rego: 928XGSVIN: WVVZZZ1YZ4M342720 Any assistance greatly appreciated. Contact Mr Michael Nitson on 0433 149610 or email [michael@nitson.com.au](mailto:michael@nitson.com.au)

**For Sale:- VW Transporter 1996** Auto. Awesome interior set up as Campervan-Bed/ Power/Water 50 ltr tank/+ more. Good for mechanic or VW wise owner as needs work on transmission/ selling to upgrade Asking Price \$2000 Contact Mr Christopher Brown on 0436 383521 or email [whaleheartbusiness@gmail.com](mailto:whaleheartbusiness@gmail.com)

**Wanted:-** Hello, I am looking for a needle in a haystack, so to speak. If I were in the UK or Canada, then I would be in luck,

as I have seen several for sale online. However, I am not. I am looking for anyone in Australia who has a **semi-automatic Karmann Ghia** for sale. Or, if you know of a automatic conversion kit for sale. I do hope you can help me with this dilemma, my mother and I used to drive around in hers in the '70s. I think it was a 1969 model. However, this was sold when she passed away in 2005, with her estate. Sadly I was in the UK at the time, and was obviously not happy to discover the car had been sold. So it is a dilemma of some sentimental value ...). If can assist me in any way, please contact Susan Loane on 0415 430165 or email [susanloanepsychotherapist@yahoo.com.au](mailto:susanloanepsychotherapist@yahoo.com.au)

## 2nd Month ads.

**For Sale:- BUG-05F NSW** Number Plate. Sadly the car recently attached to this attractive plate has immigrated to South of the border. Plates are on hold @ Hornsby RMS and available immediately. Open to serious offers, what the heck, maybe some not so serious as well. Asking Price \$500. Contact Mark Johnson on 0438 340300 or email [mjohnson22@bigpond.com](mailto:mjohnson22@bigpond.com)



**Wanted:-** Hey people, after looking to replace an **intake manifold**, cannot find my engine. 2013 Tiguan TSI 2.0lt petrol. CCZ or CCZB. 155kw. 1984cc. Name Mr Paul Wehtje, 0429 341288 or email [pjpraesto@gmail.com](mailto:pjpraesto@gmail.com)

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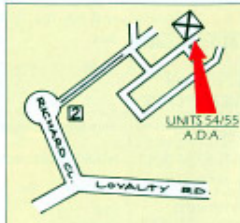
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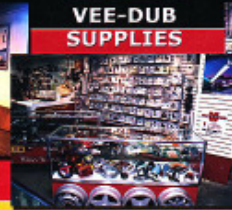
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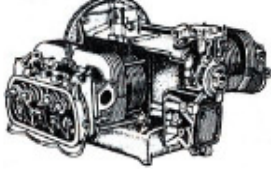
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beam, a panoramic electric glass sunroof, LED ambient cabin lighting, front fog-lights, 'Comfort Sport' front seats with heating, different 17-inch alloys, LED headlights for low- and high-beam, along with a colour multifunction driver's display in place of the monochrome one in lower models.

The 110TSI range gets a 1.4-litre turbocharged four-cylinder petrol engine making 110 kW of power and 250 Nm of torque, driving the front wheels via a six-speed manual (Trendline only) or a seven-speed DSG.

Beyond the standard hatchback and wagon range, there's also the crossover-styled Golf Alltrack wagons, which also get drive-away pricing for MY20.

The standard Alltrack 132TSI (from \$37,990 drive-away) comes equipped with a more powerful 132 kW/280 Nm 1.8-litre turbo petrol motor with six-speed DSG, 4Motion all-wheel drive, and essentially the same level of specification as the Comfortline hatch and wagon.

## 2020 Golf prices.

Volkswagen Australia has announced details of the 2020 Golf line-up, which now sees the entire range advertised with drive-away pricing.

Prices start at \$24,990 drive-away for the entry-level 110TSI Trendline manual, and climb to \$57,990 drive-away for the flagship Golf R wagon.

In between there's Comfortline, Highline, Alltrack and GTI models, too, though the diesel Highline and Alltrack Premium models have been dropped.

Standard equipment from the base level includes autonomous emergency braking with pedestrian detection, seven airbags, driver fatigue monitoring, 16-inch alloys, a 200-mm infotainment system with Apple CarPlay and Android Auto, a leather multifunction steering wheel, cruise control, LED daytime-running lights and tail-lights, front and rear parking sensors, automatic headlights and wipers, an auto-dimming rear-view mirror, front seat lumbar adjustment, a fold-down rear centre armrest, and a rear-view camera.

Moving up to the 110TSI Comfortline (from \$29,990 drive-away) brings the seven-speed DSG automatic as standard, along with dual-zone climate control, satellite navigation, keyless entry with push-button start, power folding side mirrors, 17-inch alloys, 'Comfort' front seats, chrome accents inside and out, carpet mats, and an additional 12V outlet in the luggage compartment.

The 'compact luxury' 110TSI Highline models (from \$34,990 drive-away) pick up adaptive cruise control with Traffic Jam Assist, blind-spot monitoring with rear cross-traffic alert, Lane Assist with adaptive lane guidance, a semi-autonomous park assist, 'Vienna' leather upholstery, electric adjustment for the driver's seat with memory function, memory function for the exterior mirrors, automatic high-



Stepping up to the Alltrack Premium (\$41,990 drive-away) brings the driver-assistance suite and premium features that are mostly in line with the Highline. That means adaptive cruise control with Traffic Jam Assist, Lane Assist with adaptive lane guidance, Park Assist, Light Assist, LED headlights, Vienna leather trim, and heated front seats with electric driver's seat adjustment all feature, though the Alltrack continues to miss out on blind-spot monitoring and rear cross-traffic alert.

Kicking off the performance range is the Golf GTI (from \$47,990 drive-away), which gets a 180 kW/370 Nm 2.0-litre turbo driving the front wheels via a seven-speed DSG and front diff lock. Other features include ventilated disc brakes front and rear, the full suite of active safety systems, 18-inch wheels, the 312-mm Active Info display, adaptive chassis control, GTI body styling, 'Clark' tartan cloth upholstery, and a leather sports multifunction steering wheel with paddles.

Finally, the Golf R flagship (from \$54,990 drive-away) gets a beefy 213 kW/380 Nm 2.0-litre turbo with 4Motion all-wheel drive, Vienna leather trim, heated front seats, upgraded LED headlights with dynamic cornering lights and Dynamic Light Assist, 19-inch alloys, R body styling, privacy glass, premium paint, Discover Pro 235-mm infotainment system with Gesture Control, and premium LED tail-lights with scrolling indicators.

The Golf range is covered by Volkswagen Australia's



five year, unlimited kilometre warranty, with the option of the new Volkswagen Care Plan that offers three of five years servicing with free roadside assistance for that period.

For reference, a three-year plan costs \$1100 for core models, or \$1350 for the GTI and R. Five-year plans, meanwhile, equate to \$1900 for wider ranged and \$2350 for performance models.

The MY20 Golf range is on sale now. See them at your local Volkswagen dealer.

#### 2020 Volkswagen Golf pricing

110TSI Trendline hatch - \$24,990/\$26,990 (6MT/7DSG)

110TSI Trendline wagon - \$29,990 (7DSG)

110TSI Comfortline hatch - \$29,990 (7DSG)

110TSI Comfortline wagon - \$32,990 (7DSG)

110TSI Highline hatch - \$34,990 (7DSG)

110TSI Highline wagon - \$36,990 (7DSG)

132TSI Alltrack wagon - \$37,990 (6DSG)

132TSI Alltrack Premium wagon - \$41,990 (6DSG)

GTI hatch - \$47,990 (7DSG)

R hatch - \$54,990 (7DSG)

R wagon - \$57,990 (7DSG)

## Passat MIB3 infotainment.

The refreshed 2020 Volkswagen Passat is due in Australia before 2019 is over, bringing with it an all-new infotainment system.

Ahead of its arrival, VW's global division has detailed the new infotainment system. Dubbed 'MIB3', Volkswagen's third-generation modular infotainment interface comes as standard with both the 200-mm 'Discover Media' and 235-mm 'Discover Pro' navigation units.

Vehicles equipped with the larger Discover Pro media system also get 'App Connect Wireless', which allows for wireless Apple CarPlay, a feature previously exclusive to the BMW Group in Australia.

Both versions are also equipped with an eSIM overseas, which allows for online functions including the new Volkswagen We connected services - though the internet connectivity will not be available on Australian models.

"While some of the functionality and interface of the new MIB system will be a feature of our updated Passat, the car won't be coming here with internet connectivity, which

will rule out some of the apps detailed," said Kurt McGuinness, public relations and brand experience manager for Volkswagen Australia.

These services are available as subscription packages, with the first year free with the vehicle's purchase overseas. Functions include remote operation of the vehicle's lights or location, or digital key (compatible Samsung phones only).

Opting for the 'Plus' version brings enhanced functionality such as an online anti-theft alarm and auxiliary heater (controlled via smartphone), online route calculation, map updates, and voice control, along with internet radio, Apple Music and Tidal streaming services.

The new Passat is one of the first models within the Volkswagen Group to offer the new MIB3 software, though it won't debut the system in Australia. Instead, the revised (and related) Skoda Superb will be first to offer the new infotainment interface when it arrives during the third quarter of 2019.

Volkswagen Australia has indicated it is expecting the updated Passat range to arrive in either in November or December 2019.

## 2020 Touareg pricing.

The 2020 Touareg range has been detailed by Volkswagen's local division, ahead of a sales launch in late October or early November 2019.



Currently limited to one trim level and limited options, the MY20 Touareg will be split into two variants with three available option packages depending on grade, along with additional colour choices inside and out.

The price of entry will also be dropped by a significant \$10,000, with the 2020 Volkswagen Touareg 190TDI to be priced from \$79,490 plus on-road costs when it lands early in the fourth quarter.

Standard equipment includes black Vienna leather seats with heated front pews, four USB ports scattered throughout the cabin, 19-inch alloy wheels, keyless entry, a 235-mm 'Discover Pro' navigation system with Apple CarPlay and Android Auto, an electric tailgate with easy open/close, and the full suite of driver assistance systems including all-speed autonomous emergency braking, adaptive cruise control with Traffic Jam Assist, Side Assist and Lane Assist.

Compared to the MY19 Launch Edition, the 'base' 190TDI misses out on kit like IQ. Matrix LED







has promised previously - though delays caused by Europe's new WLTP emissions regulations have pushed back those powertrains for at least a year, according to VW.

The revised Touareg range goes on sale around November.

#### 2020 Volkswagen Touareg pricing

190TDI - \$79,490

190TDI Premium - \$85,490

## New VW manual gearbox.

Volkswagen has revealed its next-generation mainstream manual transmission, designed to be more efficient and more SUV-friendly than before.

The all-new 6-speed manual, dubbed the MQ281, instead of being developed around increased power/torque limits, was designed with one thing in mind - efficiency. With increased efficiency comes a direct impact on emissions and the environment. In many export countries manual transmissions are still the preferred gearbox option, especially for performance versions, so even a small decrease in emissions makes a massive impact overall.

"Here we employed virtual development methods," says Helmut Göbbels, Head of Manual Gearbox and Four-Wheel Drive Development at Volkswagen. "This enabled us to design a completely new oil conduction system. Using a variety of oil conduction measures, we are able to achieve a uniform and optimum lubrication of gear wheels and bearings, reducing the amount of lifetime oil required to just 1.5 litres."



To further reduce friction, a bearing concept adapted to the gearbox was developed. The design used friction-minimized bearings with low-contact seals.

The MQ281 transmission will serve initially serve in the new Passat, although Volkswagen's updated rival to the Mazda 6 and Toyota Camry won't be offered with three pedals in Australia.

Locally, the new transmission might debut in the Mk8 Golf, but a Volkswagen spokesperson said a manual option is

headlights, higher-grade leather upholstery, ventilated and massaging seats, and air suspension.

To get those things you'll need to step up to the 190TDI Premium, which will kick off at \$85,490 plus on-road costs.

Additional specification includes the aforementioned IQ. Matrix LED headlights, four-corner air suspension, 'Savona' leather (a higher grade than nappa, apparently), front seats with ventilation and massaging functions, larger 20-inch alloys, and the new option of the 'Mistral' light interior colourway. Currently, only black is available on the launch model.

Several option packages will be offered, though only the Premium can be fully specified. Both the 190TDI and 190TDI Premium are available with the same \$8000 Innovision Package as the Launch Edition, adding the 310-mm Active Info Display, a massive 380-mm central infotainment system, a colour head-up display, extended configurable ambient interior lighting with 30 colour options, illuminated stainless steel scuff plates, gloss-black and silver trim for the centre console, and Media Control.

The 190TDI Premium is also available with the Sound and Comfort Package (\$8000), which includes the Memory Pack for seats and mirrors (currently standard on Launch Edition), 360-degree 'Area View' camera system, four-zone climate control, and heated rear seats.

Finally, the Premium can be had with the R-Line Package (\$8000) for those wanting a sportier look. This option includes R-Line appointments for the exterior and interior, four-wheel steering, active sway bars, and different 20-inch 'Nevada' alloy wheels.

Other single-item options include a panoramic sunroof (\$3000), and metallic paint (\$2000). Speaking of the paint, there's three new options - silver, red, and a different blue to the Launch Edition's current 'Reef Blue' offering.

VWA says the new light interior option for the Premium along with the three additional paint options give customers more choice in personalising their vehicle, something that is desirable in the premium segments.

All versions of the Touareg will soldier on with the existing 3.0-litre V6 turbo-diesel shared with six-cylinder versions of the Amarok ute, making 190 kW at 4000rpm and 600 Nm at 2250rpm. Drive is sent to a rear-biased (40:60) 4Motion all-wheel drive system with a Torsen self-locking rear differential, via an eight-speed automatic transmission.

Volkswagen says it is looking into additional engine options for its flagship SUV, namely the cleaner Euro 6-certified 170 kW and 210 kW 3.0 TDI V6 diesels the brand

"by no means likely" when the yet-to-be-released hatchback arrives Down Under.

When it launches in Europe, the new transmission will fill the roles currently handled by the MQ250 from the Golf and Passat, and the MQ350 from the Tiguan. It's rated for between 200Nm and 340Nm.

Volkswagen says the new transmission is significantly more efficient than its previous efforts. Thanks to a revised gearbox housing, it should also transfer fewer vibrations and unpleasant noises into the cabin.

## No more Golf wagons for the US.

Volkswagen of America has announced it will be killing off both the Golf Alltrack and Golf Sportwagen by the end of 2019, with three new VW SUV models due in North America over the next 24 months.

According to VW's American division, both wagon variants of its staple small car will be discontinued following the 2019 model year, with the Alltrack to continue production right through to December at Volkswagen's Puebla facility in Mexico.



Contributing to the pair's demise is American consumers shifting from wagons to SUVs as their family car of choice - 47 per cent of industry sales are SUVs and crossovers, with Volkswagen quoting "more than 50 per cent" share for their own range.

"SUVs have definitely assumed the mantle of family haulers from the station wagons and minivans we remember from our childhoods," said Scott Keogh, CEO and president for Volkswagen of America.

"But as we look towards the future, both our expanded SUV line-up and the upcoming ID. family of electric vehicles will bring the opportunity to combine the style and space people want in a variety of ways.

"As the ID. Buzz concept demonstrates, the flexibility of our EV platform gives us the ability to revive body styles of the past, so anything is possible," he added.

Three new SUV models have been confirmed for VW's North American line-up to launch over the next two years, including the five-seat Atlas Cross Sport (to be revealed later this year), and the ID. Crozz EV which will debut early next year. A third, smaller SUV will launch in 2021 to slot 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.

Sales of the Golf Alltrack wagon in Australia will continue for the moment, but it remains to be seen whether VW will offer a wagon version of the forthcoming Golf 8.

## Ford to share VW electrics.

Ford's next generation of electric vehicles will be built on Volkswagen's modular electric platform (MEB), after the two companies expanded their technology and platform sharing alliance.

The Blue Oval will use Volkswagen's new MEB electric platform on at least one 'high-volume, fully-electric vehicle in Europe' to be released in 2023.

According to the pair's media release, e-platform sharing will allow Ford to advance "its promise to deliver expressive passenger cars while taking advantage of Volkswagen's scale."

Ford initially expects to deliver more than 600,000 vehicles on MEB in Europe, but that could grow if the alliance allows Ford to develop a second vehicle on the platform. The first Ford electric vehicle will be developed in Germany.

Along with their electric collaboration, the Ford-Volkswagen alliance will both invest equally in Argo AI, the autonomous vehicle company in which Ford has put its faith, and share its technology in their self-driving vehicles.

"Thanks to Ford and Volkswagen, Argo AI technology could one day reach nearly every market in North America and Europe, applied across multiple brands and to a multitude of vehicle architectures," said Bryan Salesky, co-founder of Argo AI.

Volkswagen will invest a total of US\$2.6 billion (\$3.7 billion) in Argo AI, committing US\$1 billion (\$1.4 billion) in funding and the 200 employees from its internal self-driving team, valued at US\$1.6 billion (\$2.27 billion).

It will purchase US\$500 million (\$713 million) worth of shares in the company from Ford over three years.

"Looking ahead, even more customers and the environment will benefit from Volkswagen's industry-leading EV architecture. Our global alliance is beginning to demonstrate even greater promise, and we are continuing to





look at other areas on which we might collaborate," said Herbert Diess, CEO of Volkswagen.

"Scaling our MEB drives down development costs for zero-emissions vehicles, allowing for a broader and faster global adoption of electric vehicles. This improves the positions of both companies through greater capital efficiency, further growth and improved competitiveness."

This official announcement confirms recent reports out of Europe the two automotive giants will soon collaborate on EV tech in addition to their current commercial vehicle partnership.

## VW-Northvolt partnership.

Volkswagen AG has announced a 900 million Euro (\$1.467 billion) investment into an electric vehicle battery joint venture with Swedish firm Northvolt AB.

According to VW, part of the above sum "is intended for a joint venture" with the battery producer, while a further portion of the investment will go directly to Northvolt in return for around 20 per cent of the company's shares and one seat on the Board of Directors.



Beyond the initial settlement, Volkswagen also plans to create a 50/50 joint venture with Northvolt to build a European battery cell factory in Lower Saxony, Salzgitter (Germany), with an output of 16 GWh.

Construction of the facility is planned to commence in 2020 "at the earliest", with battery cell production for Volkswagen to kick off in 2023/2024.

"Volkswagen is laying the groundwork at all levels for the successful implementation of its electrification strategy," said Stefan Sommer, Procurement Manager member for the Volkswagen AG Board of Management.

"With Northvolt, we have now also found a European partner whose know-how and sustainable, CO2-optimized battery cell production processes will enable us to advance cell production here in Germany. The prerequisite for this is, of course, the creation of the necessary economic framework."

The company's planned annual capacity from 2025 in Europe is projected to be in excess of 150 GWh under its electrification strategy, with similar demand expected across Asia, too.

Northvolt was founded in 2016, and claims to deliver

the world's greenest lithium-ion battery with a minimal CO2 footprint, "and the highest ambitions for recycling."

The Swedish firm supplies a range of other companies like Scania, Siemens, and BMW.

Volkswagen's battery production announcement follows its recent tie-up with self-driving tech firm, Aurora Innovation.

As part of the strategic partnership, the two companies plan to bring autonomous vehicles to various cities via Mobility-as-a-Service (MaaS) fleets - essentially a driverless ride-sharing service.

## VW electric battery warranty.

Volkswagen is promising the lithium-ion batteries in its upcoming range of ID. electric vehicles will retain 70 per cent of their capacity for eight years or 160,000km.

That puts the German auto giant in line with the likes of Tesla and Nissan, both of which warranty their battery packs for eight years and 100,000 miles (162,000 km.)

Although their warranty matches the industry's best, Volkswagen won't be trying to take down Tesla with its DC charge speeds. The ID.3 will charge at 125 kW when hooked up to a suitable fast-charge station, comfortably faster than the just-updated Renault Zoe (50 kW) and Nissan Leaf (46 kW) but slower than the Tesla Model 3 (200 kW).

When it launches, the Porsche Taycan will lead the industry with its 350 kW charge capability, allowing owners to replenish 80 per cent of range in just 20 minutes.

Of course, most people will do the majority of their charging on domestic AC connectors, not public DC infrastructure. Volkswagen is estimating 50 per cent of all charging will take place at home and 20 per cent will be done at work, and will offer an 11 kW wall box to cater for it.

Australian buyers won't see the ID.3 until 2022 at the earliest, with Volkswagen blaming our lagging local emissions standards.



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."

The VW ID.3 will make its public debut at the Frankfurt motor show next month.





## CMC Shannons Classic at Eastern Creek.

It was that time again for our favourite club event, the annual CMC Shannon's Classic, held at Sydney Motor Sports Park (Eastern Creek Raceway).

We were ushered into Gate D, the same far side behind the grandstand as last year, but this time we were up on the grassy hill. At first we thought this wasn't going to be that great as we seemed to be miles from anywhere, but as it turned out we got a great view of the cars going around the track.



After having a good chat to some of the club members, Janine and I headed off to check out all the other cars. Our first stop however was hot cinnamon doughnuts!!

As always, the amount of cars on display never disappoints. From old vintage wooden wheel cars with brass bits to historic race cars to '60s American muscle to British and Euro enthusiast cars to our classic Volkswagens.

There was the usual interesting trader stands in the pit garages. The sellers of model cars and books and workshop manuals had a busy day. It was also good to browse the stands of car polish, metal protector, bead blastish and anti-rust products.

From our vantage point on top of the hill we had a great overall view of what was going on throughout the day. People were wandering up to look all day.

Just before our departure for our club's turn on the track at 1:30pm, many of the guys were having trouble finding their keys in their pockets thanks to a small photo-shoot display featuring a tall lingerie model in her underwear.



The club members always have a great time out on the track, once we waited our way through the queue and were flagged onto the track. The track has a long downhill straight and a long sweeping first corner. We had to zoom past the old double-decker buses as we went through a few fast corners, for two laps it's always great fun.



Many of us headed off home after our parade laps. We had 17 VWs turn up, which was pretty good considering that not all of the 20 entry place tickets were taken.

We had a great day and would like to thank Club Vee Dub Sydney for our opportunity to share in a fantastic club event.

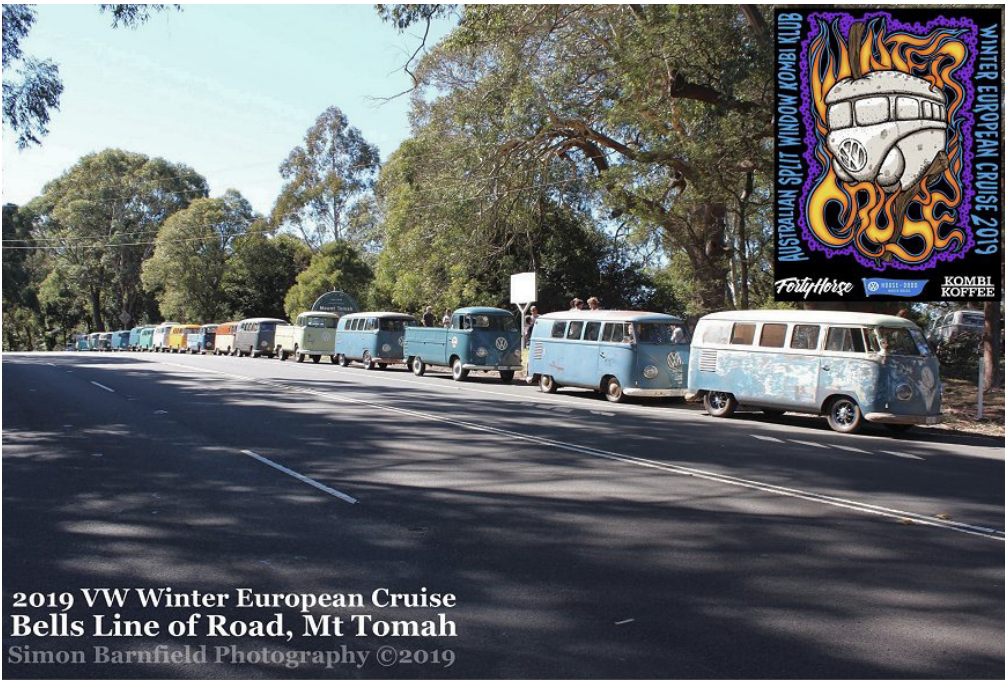
Regards,

Dean & Janine.









2019 VW Winter European Cruise  
Bells Line of Road, Mt Tomah  
Simon Barnfield Photography ©2019

We started from McDonalds McGraths Hill for breakfast from 8am, then headed off at 9.30am for The Fruit Bowl at Bilpin for a slice of apple pie and a coffee, then to Mt Tomah Lookout for the traditional Split Kombi Photo Shoot. Then finally onto our final destination at Cathedral Reserve at Mt Wilson for a picnic lunch and a good catch up among VW friends. There was a brief presentation, then everyone 'split' around 2pm.

A big thanks again also to our great Sponsors & everyone who supported them:

Andrew Dodd Automotive, who services several of today's attending VWs and keeps tow trucks out of business. If your VW requires a service please call Andrew at North Rocks on 02 9683 2184.

Chris Creed at Forty Horse who produced the fantastic Event Awards and still has made to order event Hoodies, T-Shirts & Stickers available which can be purchased online here: [www.fortyhorse.com.au](http://www.fortyhorse.com.au) or phone 02 4504 9968.

George Karimi and family of Kombi Koffee for your great work and great tasting coffee and muffins which everyone enjoyed. The Karimi family have donated all the day's takings to Westmead Children's Cystic Fibrosis clinic – totalling close to \$300.

## Split-window Kombi cruise 2019.

Thanks again to everyone who attended and supported this year's 2019 VW Winter European Cruise to Mt Wilson. It was an awesome sunny day with a fantastic mix of great people coming up and enjoying the mountain cruise in 45 classic Volkswagens.



2019 VW Winter European Cruise  
Mark Watson & Andrew Dodd  
Simon Barnfield Photography ©2019



2019 VW Winter European Cruise  
The Bells Line of Road, Mt Wilson  
Simon Barnfield Photography ©2019



2019 Best Split Kombi presented by Andrew Dodd Automotive was awarded to Shamin's beautifully restored Dave Worrege's VW Panel Van





2019 Best Other Attending Volkswagen presented by Chris Creed of Forty Horse was awarded to Craig's original white 1968 VW Beetle



2019 VW Winter European Cruise Cathedral Reserve, Mt Wilson



2019 VW Dedication Award presented by Simon Barnfield was awarded to Hugh McKinley due to his natural commitment & dedication to the Air Cooled Volkswagen.



KOMBI KOFFEE

Big special thanks to Mark Watson for making his way down from Queensland to be with us yesterday in which he was very impressed to say the least. Mark is original founder of the Australian Split Window Kombi Klub and created the original 1992 VW Winter European Cruise. Great to see you again mate, much appreciated your effort.

making it a great day. Hope to see you all again for next years event which will be held on Sunday August 30, 2020.

Cheers!

Simon Barnfield

Congratulations to all the following deserving Award Winners:

2019 Best Split Kombi presented by Andrew Dodd Automotive was awarded to Shannon's beautifully restored Dove Blue 1959 VW Panel Van.

2019 Best Other Attending Volkswagen presented by Chris Creed of Forty Horse was awarded to Craig's original White 1968 VW Beetle.

2019 VW Dedication Award presented by Simon Barnfield was awarded to Hugh McKinley due to his natural commitment & dedication to the Air Cooled Volkswagen.

Thanks again for



Juri Piirfald Dave Becker Hugh McKinley Andrew Dodd Mark Watson Simon Barnfield Paul McKinley





## Canberra Chapter's annual Cookies Fish and Chip Run.

The annual Canberra Chapter's 'Cookies Fish and Chip Run' to Batemans Bay was held recently, where we met at Old Parliament House before travelling through Queanbeyan, Bungendore and Braidwood prior to heading down the notorious Clyde Mountain. We stopped at the Nelligen Pub where the crew from South Coast Dubbers, South Coast Van Club and a number of other car enthusiasts join us for the cruise through Batemans Bay and on to Corrigan's Beach at Batehaven.

On reaching the Rotary Park at Corrigan's Beach, the



monthly markets were in full swing and plenty of onlookers were on hand to watch the parade of cars come in. We lined the cars up in a couple of rows on the grassed area adjacent to the markets, with a good sized crowd of spectators quickly joining us. We took this opportunity to erect our new Club VeeDub (Canberra Chapter) marquee for the first time. It proved light work for many eager helpers and all agreed it is a great asset for the club. Many thanks to Steve and the Sydney committee for making this marquee become a reality and demonstrate great support to our Chapter.



Of course our stomachs quickly reminded us why we chose this location for this event and we all headed over the road to the infamous Berny's Fish and Chip shop. This shop has been a local institution in the 'Bay for many years and it's easy to see why. Big helpings of beautiful fresh fish with thick chips, potato cakes and calamari rings was on the menu for most. Everyone agreed the reputation this shop has is well deserved.



After a while, the participants started to disperse leaving the Canberra crew ready to head back up the mountain and on to home. The trip up the hill spread us all out, with some taking it slow and steady and others trying to keep up with the traffic. No issues were experienced and everyone made it up and re-grouped again in Braidwood. A short stop at the Braidwood Model Car Shop is a normal occurrence and this trip was no different. So much to look at with some great VW models for sale, as well as many other fantastic marques, it makes making a choice on just one way too hard. Nothing new for me, but a list for Christmas has been submitted!



Overall, a great event and one that gives Canberra and surrounding area VW enthusiasts a chance to stretch the legs of their cars and see how they go out on the open road. Getting out and using the cars puts such a big smile on our faces, that getting them dirty or receiving any stone chips pales into insignificance.

A huge thanks to Dave Cook from Cookies Cycles who organised and sponsored this event, including having T-shirts and stickers made up. There was no fee for coming along; however the club likes to rattle the can at these events, with this year seeing all funds raised going to Soldier On.

Willie Nelson

## Staying alert and alive.

Even as a passenger in a Volkswagen, it pays to keep awake and make sure that the drivers are OK to drive (even in the daytime).

On a road trip, it's easy to put trust in friends - but can you really trust them with your life?

It's a huge responsibility, as a driver, when you have your best mates or family in the car.

Try not to distract the driver, but keep talking about anything.



Keep an eye out for any wildlife crossing or near the road, but mainly, just stay awake and keep your driver revived by stopping for coffee every 200 km.

The best advice I can give is, never fall asleep as a passenger (ever), otherwise you might learn the same way I did - the very hard way.

On the way home from a week-long road trip, I told my



so-called friends I was tired, and one of them could drive for an hour or so while I had a sleep in the back of the Transporter.

Eight hours later (!) I was suddenly thrown clear of the vehicle as it rolled end-over-end five times down an embankment, at 110 km/h.



It instantly destroyed my work vehicle and we all could have died.

The only thing that saved us was the incredible strength of the VW T3 Syncro.

They don't make them like that any more. Now you know why I love them so much.

Ashley Day



## VW Kübel in the War Memorial.

We have just returned from Canberra. We had the opportunity to revisit the wonderful Australian War memorial after 32 years.

We spent several hours there, but with several new extensions it is so huge these days you would need at least two days to cover all that is on display.

I recommend all club members to visit. It is Canberra's most visited attraction.

The pic attached is the War Memorial's VW Kübelwagen used by the German army (the Wehrmacht).



This one is from the African campaign. It was during this campaign where Australians came across the Volkswagen for the first time - our soldiers fought against Rommel's Nazi forces, held Tobruk against them for eight months (the famed 'Rats of Tobruk'), and together with the British Eighth Army finally defeated them at El Alamein.

This Kubelwagen was one of 60,000 produced by the Germans for the Second World War. The chassis and mechanicals were made in the Wolfsburg plant and the bodies were made by Ambi-Budd in Berlin. A number of Kübels were captured by the Aussies and used by them in the African desert.

Notice the markings on the door - the palm tree and swastika was the emblem for the Deutsche Afrikakorps (DAK).

Cheers,

Carl Moll

## People under 30 are passionate about car collecting.

There is a belief among the senior citizens of car collecting that young people don't appreciate such vehicles and that the hobby likely is in its waning days. But does that perception reflect reality? To find out, The Classic Car Trust

has conducted what it believes is the first scientifically organized survey.

The Classic Car Trust interviews 500 people - half young, half 55 and older - and compares their passions

In the past year, they conducted interviews with 500 people attending classic car shows in Italy, England, Germany, France and the United States. Interviewed were 250 people yet to reach their 30th birthday, and another 250 ages 55 and older.

"The young are much more passionate about them (collector cars) than the old tend to think, and all of them - the aged and the youthful - are confident about the future role of collecting, and indeed are prepared to promote the preservation and appreciation of our four-wheel heritage," the survey revealed.

However, the summary adds, "They (the young) need to be involved first hand in events that tie in with their expectations and language." Both age groups expressed strong passion for cars and optimism about the hobby, though perhaps for different reasons.

"Age is... not decisive in appraisal of the future of car collecting," the survey discovered. "All are convinced of the role of classic cars in preserving a historic heritage and the way collecting expresses a true passion for automobiles.

"Another common consideration is the fact that the more cars become self-driving, the greater the appeal of driving the 'real' cars of yesterday will be."

Regarding passion, the survey found while the 55-and-over contingent's passion is driven by memories, the pleasures of driving and the taking part in events, for the younger generation, "classic cars bear witness to a cultural heritage to discover and preserve," as well as bearing witness to the evolution of style and technology and "speaking for what are perceived as happier years."

Young people also see ownership of "non-contemporary" vehicles as a way of being different, "of getting out of the mainstream."

Those interviewed were asked to list their favorite collector vehicles. The Mercedes-Benz 300SL "Gullwing" topped both lists, with the Lamborghini Miura and Aston Martin DB5 among the top 4 on each group's favorites list.

Early Chevrolet Corvettes, the Jaguar E-type and "Pagoda" Mercedes also were among the favorites of those 55-and-older while the younger audience preferred the Porsche Carrera RS, Lamborghini Countach, BMW 2002 turbo, Ferrari Testarossa, early Ford Mustangs and Lancia Delta Integrale.

Among Bugattis, older interviewees preferred the pre-







war T35 while the younger audience preferred the EB110 of the 1990s.

As you might expect, younger people preferred vehicles more recently produced than those favored by their older counterparts.

The interviews were conducted at Retromobile in Paris, Retro lassic in Stuttgart, The London Classic Car Show, the Los Angeles Classic Car Show and Auto e moto d'epoca in Padova, and the summary was reported in the recently published 2019 edition of The Classic Car Trust's magazine, The Key.

Larry Edsall

(Thanks to Carl Moll for the article - Ed).

## T5 Transporters.

For close to ten years I drove a VW T5 Transporter ute for work and for play.

'Snowy', as he is affectionately known, is still being used at work. But I now drive a much smaller Caddy van.

I drove Snowy everywhere - long distance trips, through sand, dirt, mud and very deep river crossings.

I drove it for over 400,000 km.

The 2.5-litre 5-cylinder turbo-diesel engine pushes it along well and the 6-speed manual gearbox makes driving a real pleasure.

The T5 range was sold here from 2004 and was upgraded to the 'T5½' in 2010. It's a vast improvement over the earlier T4.

It's heavier, making it more grounded to the road, especially when it's raining. It's easily the best and safest



Kombi ever to drive - until the new T6 came along in 2016!

BUT. T5 Transporters can have some very very expensive things go wrong. To get to 400,000 km my T5 needed the engine cylinder head reconditioned and a new camshaft at 200,000 km; and then a new cylinder head at 300,000 km. A new head costs \$8,000 and another \$7,000 to install.

Luckily for me Volkswagen Australia gave me the new head because Snowy was always serviced by Volkswagen dealer service.

Drive shafts can break because of the engine power, costing \$1,500.

Alternator drives chew out, costing \$1,000 to replace.

A new clutch cost \$6,000.

A new inlet manifold cost \$1,500.

Starter motors cost nearly \$1,000.

A new fresh air fan was over \$500 fitted.

Tyres are \$250 each.

You can see where I'm going with this.

I have never spent more money on a vehicle, ever.

Luckily for me it was a work vehicle, and therefore tax deductible. Also it made going to work less boring.

If you're looking at getting an older T5 Transporter for work or play, think again because only Volkswagen service will be able to fix it when things go wrong. Independent mechanics hate T5s. Snowy loved going to the Volkswagen dealership and one time stayed there for 3 months. Not good for a work vehicle!

Ask yourself - do you really need a T5 Transporter when a Volkswagen Caddy will carry nearly as much, for a fraction of the price.

Ashley Day





## Ferdinand Piëch (1937-2019)

Austrian engineer, entrepreneur and former President of the automobile group Volkswagen, has died, aged 82.

He was born in Vienna (Austria) on April 17, 1937. His mother Louise was the daughter of pre-war auto engineer Ferdinand Porsche, who had formed the Porsche design company which engineered the Auto Union race cars and the VW Beetle. His uncle was Ferry Porsche, who had begun the post-war Porsche sports car company and originated the Porsche 356.

His father Anton Piëch was an Austrian Nazi who managed the Wolfsburg VW plant during World War Two.

In later life, Ferdinand Piëch spoke about the "hardening" formative experience he had as a youth at a Swiss boarding school. He had been sent there after getting mediocre grades in Austria.

That "dark" period, he said, taught him to be self-reliant, "because you can't rely on people".

He studied engineering sciences at the Cantonal University of advanced technology in Zurich (Switzerland), where he obtained a doctorate in engineering in 1962. His business career began in 1963 in the Department of experimental engines at Porsche AG. In 1966 he assumed responsibility in the experimental projects of the company and in 1968 of development activities.

In 1971 he was appointed technical managing director of Porsche AG. By this time he had made his name as a sports car engineer at Porsche. He oversaw the design of the race-winning air-cooled flat-12 Porsche 917. That car won the Le Mans 24-hour race in 1970, and again in 1971, with a distance record that stood for over 40 years. The 917-30, one of the fastest racing cars of all time, raced successfully in America in the Can-Am series. Porsche's US image was boosted and sales took off.

It was at this time when he tried to make the leap to the Presidency of the Board of Directors of the company founded by his grandfather. He hoped to become Porsche's chief executive, but Porsche family members blocked him. During one row with them, German news website Spiegel reports, he shouted: "I'm a wild boar, but you are the domestic pigs!"

It was apparently his way of saying: "I can look after myself, but you need looking after."

He was 34 years old and having failed, he decided to

leave and move to the competition.

Piëch joined Audi NSU Auto Union AG as Chief Executive of their special technical development division in 1972. In 1973 he was appointed Chief of the division of experimentation in Ingolstadt. In 1975 the Board of management of Audi NSU Auto Union AG appointed him member of the Board of Directors of the company and responsible for the area of technical development.

At Audi he oversaw a branding transformation. Audis were widely seen as solid but unremarkable; however, under his leadership, they became leading-technology, high-performance luxury cars. Piëch originated the Audi 5-cylinder engine, used to great success in the Audi 80 and 100, and turbocharged and intercooled for the Audi 200. He saw the introduction of an innovative 4WD system used on the new VW Iltis, designed for NATO forces.

Then Piëch had the incredible insight of combining the Audi 100 coupe body, the Audi 200T's turbo five engine and the Iltis' 4WD system to create an all-new iconic vehicle - the Audi quattro. It was the first proper AWD high performance sports car, and in rally configuration it won the world rally championship and drivers' championship four times.



In 1983 Piëch was elected Deputy Chairman of the Board of Directors of the company and in 1988 President of Audi AG.

Ferdinand Piëch was inducted in 1984 Honorary doctor in technical sciences by the Technical University of Vienna, at the same time receiving the Austrian Government Honor band in Sciences and arts of first category.

Other innovations Piëch introduced at Audi include the use of light aluminium body construction; permanent four wheel drive across all models in the range; an engine with three-way catalyst, fuel system in closed circuit coal filter with active (approved for the first time in the FRG) and the procon-ten safety system.

By decision of the Council of management of the Volkswagen Group (VW) at its meeting of April 10, 1992, Ferdinand Piëch was appointed Chairman of the Board of the VW Group with effect January 1, 1993.

Mr Piëch took charge of the whole VW group at a time when the carmaker, based in the north German city of Wolfsburg, was making heavy losses. There was little connection between the competing designs of Audi and VW and duplication was blowing out costs. VW's factories around the world, especially in Africa, China, Central and South America were old and still making many obsolete designs at high cost. VW was making just 3.5 million cars a year.



But the VW group makeover involved tough cost-cutting: some senior managers were sacked and staff were put on a shortened working week. However Piëch was praised for a key innovation: a modular system which gave the same technical features to several models. It was called the "platform strategy".

He drastically cut costs, greatly increased efficiencies across the VW brands and brought forward the first European car 'conglomerate' in the style of GM. VW/Audi had a minor interest in struggling Spanish maker SEAT. Piëch completed 100% purchase of SEAT and replaced their old Fiat designs with all-new VW-based platforms and engines by 1994.

Piëch also purchased an interest in Skoda of Czechoslovakia, similarly transforming their ancient designs to the latest VW platforms and engines with stylish new designs. Skoda became 100% owned by VW in 1999. With VW, Seat and Skoda all producing cars based on the same design, Piëch was effectively able to more than double VW sales and profit margin.

But Piëch had always wanted to aim higher. His rigorous attention to quality was accompanied by a tough management style described by some as "autocratic." He was known for the "steely stare" of his blue eyes and his brusque, no-nonsense speech. His leadership style was point-blank...he would fire subordinates with the ease of saying "good morning." By his own admission, he would fire anyone "who makes the same mistake twice." He was aggressive and demanding, which could backfire on him in certain situations.

Under Piëch's leadership, VW bought the struggling Italian supercar maker Lamborghini from Chrysler and a string of Malaysian liquidators in 1998, and moved them in with Audi. Piëch killed off their unreliable old Diablo and introduced new Audi-based Lamborghinis such as the V10 Gallardo and V12 Murcielago.

Piëch waded into a stoush with BMW in 1998 when Vickers UK decided to sell Rolls-Royce and Bentley. Piëch wanted both brands and soon secured full ownership of Bentley, but a pre-existing contract between Vickers and BMW for engine supply meant that Piëch lost out on Rolls-Royce. While BMW took ownership of RR, Piëch quickly invested heavily in Bentley's old factory and was soon showing new VW-group Bentley designs such as the Flying Spur, Continental GT and Arnage. Bentley is now far more successful under VW than Rolls-Royce has been under BMW.

Piëch also picked up the legendary but dormant Bugatti brand in 1998, completing his triumvirate of luxury makers for the VW Group. Piëch oversaw the introduction of the fastest production road car in history, the 1,001 bhp W-16 Veyron. VW lost money on every example built, but made it up many times over in promotion, exposure and cross-sharing with the group's other brands. VW's innovative VR6 engine had been expanded into a W12 and W16, and could be used by both Bentley and Bugatti.

Piëch also saw rationalisation of VW's commercial vehicles, with Transporters being spun off to a new VW Commercial division and VW taking interest and ownership of Scania and MAN trucks.

Piëch was required to retire in 2002 at age 65 per Volkswagen company policy, but he remained on its supervisory board and was involved in the company's strategic decisions until his resignation on 25 April 2015.

One of his final acts of leadership was to protect the

VW Group from a hostile takeover led by Porsche CEO Wendelin Wiedeking and former BMW boss Bernd Pischetsrieder. Piëch out-manoeuvred Pischetsrieder and forced his resignation from the VW board. Wiedeking almost bankrupted Porsche with massive borrowings and lost his role - he also faced charges for market manipulation. Piëch triumphed afterwards when the VW group took complete ownership of Porsche.

By 2014 VW had gone from three marques to thirteen and was selling more than 10 million vehicles annually. Its profit was more than •12bn (£11bn; \$13bn).

Perhaps Piëch's only 'failure' was trying to push the core Volkswagen range too far upmarket. Luxury GTIs were not a success and the Mk3 and Mk4 GTIs were bloated failures. It took the sharpened Mk5 GTI to restore the GTI to its rightful place. Selling the high-tech Euro Passat in the USA was also a failure; Piëch had to introduce a larger, 'dumbed down' US Passat and a new factory in Tennessee for the American market. Piëch agreed that the 'New Beetle' was a useful way to rekindle interest in the VW brand in the USA, but knew it would not be a long-term success. An attempted update of the New Beetle ended production in Mexico this year, due to low demand.



The biggest flop for Piëch was the large VW Phaeton, an attempt to introduce the world's best large limousine as a Volkswagen. It shared many Audi and Bentley components and might have fared better with an Audi or Bentley badge. But not as a VW. Sales ended in the USA in 2006 and production ended in 2016. Its expensive high-tech 'glass' factory in Dresden now makes the e-Golf.

His role as VW chairman ran 2002-2015 but after disagreements with his protégé and VW chairman Martin Winterkorn, he elected to retire. It was a timely departure, because months later the emissions cheating scandal erupted. VW was found to have tampered with technology to fool US exhaust emissions regulators. The 'dieselgate' scandal has cost VW about \$30bn so far.

The Porsche and Piëch families still run the Porsche car firm, which has a 52.2% voting stake in VW.

Mr Piëch collapsed in a restaurant on Sunday and died soon after. He was 82, and the father of 13 children by four women.

His widow Ursula Piëch paid tribute to his engineering talent, saying: "Ferdinand's life was shaped by his passion for cars and for the workers who created them.

"To the very end he was an enthusiastic engineer and car lover."



# 1977 Hardie-Ferodo 1000.

The 1977 Hardie-Ferodo 1000 was held on Sunday 2 October 1977 at the Mt Panorama circuit at Bathurst. As it had been since 1973, the race was open to cars complying with CAMS Group C Touring Car regulations.

The previous smallest-capacity class, the Under-1300cc class which had been run since 1973, was deleted. There were now only three classes - Up To 2000cc; 2001-3000cc, and 3001-6000cc. This ruled out the 'tiddler' cars that were becoming a danger to the much faster big cars. No more Datsun 1200s, small Escorts and Fiats, Civics and Corollas and, after 15 years, no more Leyland Minis. It also meant no more VW Passat 1300s.

In the media count-down to the first Sunday in October that begins generally in mid-August, the big story was that the Indy 500 winner A.J. Foyt was coming. The new ARDC secretary (but long-time assistant secretary) Ivan Stibbard had gone overseas to come back with a briefcase-full of new promotional ideas and international driver entries.

In the end Foyt didn't materialise, thus establishing an annual routine by which some big name is always said to be coming, and never does. Neither did last year's star attraction, Stirling Moss. But A.J. and Stirling aside, in 1977 they were there in droves. If you accept that an international driver is one who has raced overseas, and excepting those Australians who had made brief sorties and returned home, then 19 international drivers turned up for practice. It would have been 22, except that Kiwi Graeme Lawrence, Englishman Andy Rouse, and expatriate Aussie Tim Schenken missed out when Ron Hodgson scratched two Triumph Dolomites in a furious argument with CAMS about eligible equipment.

But the 19 were there ... American Johnny Rutherford, Indy winner in 1974 and 1976, partnering Janet Guthrie, the first woman driver to break the all-male brickyard chauvinism, in a Torana ... the 32-year-old Belgian Jacky Ickx, four time Le Mans winner, with Allan Moffat in the #1 Moffat Ford Dealers Team Falcon ... Englishman John Fitzpatrick, on his fifth Australian visit, seeking to repeat his 1976 win with Bob Morris in a Torana ...

34-year-old South Australian Vern Schuppan, winner of the Indianapolis Rookie-Of-The-Year Award, partnering Dick Johnson in a Falcon ... massive English Vauxhall touring car ace Gerry Marshall, teamed with South African Basil von Rooyen in one of the Bill Patterson Toranas ... 1976 Japanese Touring Car Champion Yoshimi Katayama, works Mazda driver, partnering Geoff Leeds in an RX3 ... the unique father-and-son team of Jack and Geoff Brabham in a John Goss Falcon ... French enduro driver Henri Pescarolo with John Goss in the other Falcon...

Australian Frank Gardner, co-driving with Allan Grice and later to become his team manager, has to be classified as a full international because of his repeated British Saloon Car

Championships ... car dealer Rod Coppins was over from New Zealand to co-drive with old mate Jim Richards in a Falcon ... Leo Leonard, another Kiwi, slotted into the Rusty French Falcon ... Japanese Satoru Nakajima, later to drive for Lotus in Formula One, was with Alan Cant, Capri-mounted ... there was a full New Zealand pair of Bill Shiells and Frank Radisich in a Mazda RX3 ... the much-liked Englishman Derek Bell was partnering Gary Leggatt in an Alfa ... and **Volkswagen's No.1 test driver Rudi Dalhauser** arrived to share the indefatigable **#53 VW Golf** with the equally tireless **Chris Heyer**, the only Volkswagen in this year's race.



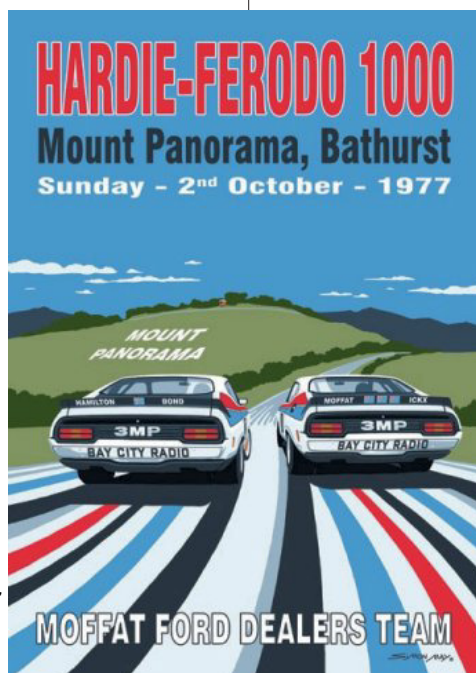
But the race was to lose one of its stars. Holden Dealer Team manager and four-time race winner Harry Firth had announced that he would retire after the 1977 event, in which he was managing the Marlboro HDT of Charlie O'Brien/Ron Harrop and John Harvey/Wayne Negus. But if it was Firth's last, it was a first for two-way radio communication, formally allowed in the cars for this race.

The Moffat Team Falcons had had a fantastic year. Moffat had brought American race engineer Carroll Smith out to run the team, and the two Falcons had won six of the eight touring car rounds contested before Bathurst, five of them as one-tuos. But they had been beaten in the Hang Ten at

Sandown on 11 September by the new Torana A9X Hatchbacks. Practice promised that the same thing could happen at Bathurst, as 16 Toranas lined up against 11 Falcons.

Peter Brock had brother Phil with him in one of the three Patterson cars, while the other competitive Toranas were in the hands of Bob Jane/Ian Geoghegan, Bob Forbes/Kevin Bartlett, Peter Janson/Larry Perkins, Garth Wigston/Bruce Hindhaugh, and in the third Patterson car the two respected veterans Tony Roberts/Doug Chivas.

In the Fords the really competitive cars were Allan Moffat/Jacky Ickx and Colin Bond/Alan Hamilton (substituting for the nominated motorcycle rider Gregg Hansford) in the two Moffat team Falcons, now with XC grilles; Murray Carter/Bob Stevens, and Ron Dickson/





Fred Gibson - plus the international combinations.

But when they arrived at the circuit, the Ford drivers were worried. CAMS had agreed to a last-minute homologation of the new A9X Hatchback, complete with big bonnet scoops, spoilers and front air dams. Some of the Fords arrived with bonnet scoops and front brake air scoops, but the scrutineers ordered them off, because the paperwork hadn't been passed.

At least the teams had a Friday practice day to do their testing and experimentation, and there were plenty of cars to test, as the big teams had arrived with a spare car. Peter Janson didn't because he had only just had enough time to build up a brand new Hatchback after crashing his first one at Sandown, and the three Patterson Toranas arrived late after both transporters had trouble on the trip up from Melbourne.

The target for all the big Class A cars in practice was the 1976 lap record of 2 min 28.4 sec, shared by Moffat and Brock. Moffat threw down the gauntlet in the first Saturday session with a 2m 25.6s, the big white-red-and-blue two-door coupe looking and sounding like a million dollars. But big Ian Geoghegan staggered everyone by getting the orange Bob Jane A9X at some insane angles and running a 2m 22s (unofficial) lap until the oil filter came unscrewed.

Brock, who had been troubled with a sticking oil relief valve, left himself only three laps of the last practice session to qualify. And qualify he did, that remarkable driver putting down a 2m 24.1 to get pole. Bond came back on the same last lap with a 2m 25.2s to take second spot on the grid, with Moffat/Ickx and Grice/Gardner on the second row at 2m 25.6s and 2m 25.8s. Jane/Geoghegan had 2m 25.9s, Richards/Coppins 2m 26.0s, Morris/ Fitzpatrick 2m 26.6s, Harvey/Negus 2m 26.8s, Brabham/Brabham 2m 26.9s, O'Brien/Harrop 2m 27.2s, Forbes/Bartlett 2m 27.5s, and Carter/Stevens 2m 27.9s - 12 cars under the 1976 lap record and forming the tightest and toughest front six grid rows seen at Bathurst for years.

Most of the overseas visitors ended practice a little red-faced and complaining about their cars. Marshall/van Rooyen couldn't better 2m 30.9s, and Rutherford/Guthrie had a best of 2m 34.8s - but stopped complaining about the car when Bob Morris jumped in it (it was part of his team) and peeled off three laps a whole seven seconds faster. The Mountain can be a fairly daunting place if you're not used to it, especially when you're driving unfamiliar equipment.

The smart money was on the Toranas. They had the



class, they were newer in design, and the Fords had been having transmission cooling and brake problems. And so it seemed when the flag fell. Brock and Grice erupted away from the line in front of Moffat and Bond. Gerry Marshall started his race about 90 seconds later, his car having stalled on the grid, refused to re-start, and being pushed away at the two-minute warning board.



As the long line of bellowing colour dropped into rocking slides around McPhillamy on the first lap, the Mountain Mob went up in a roar. The Torana flags were waved frantically as Brock led Grice, then Bond, Moffat, Harvey, O'Brien, Bartlett, Geoghegan, Morris, Richards and Janson - Torana, Torana, Falcon, Falcon, Torana, Torana, Torana, Torana, Torana, Falcon, Torana.

The inevitable Bathurst luck struck the Roberts/Chivas Torana on the first lap when the brakes jammed on, and Chivas somehow made the pits to lose seven laps getting a new master cylinder - but remarkably the pair would fight on to finish seventh.

Grice's Torana had the legs on Brock down Conrod, and he took the lead with the two big Fords close behind Brock. Then on lap two the Ford fans went berserk as Moffat passed Brock into second; on lap three Bond was in front and Moffat in second as they both squeezed out Grice at Murray's Corner, and the blue-and-white flags formed a waving forest. Into the pits went Goss with gearbox trouble already, then Rutherford, French with a deranged exhaust system, Morris for a right rear tyre, and Cullen with oil leaking from a blown rear main seal - and only five laps had gone by.

On lap six it was the old Ford one-two already, with Moffat moving past Bond into the lead, trailed by Harvey and Brock easing back to fifth. There was a real old dogfight going on between Richards, Bartlett, O'Brien, Carter, Wigston, Janson and Jack Brabham, but the warning signs went up again for Ford when Dick Johnson came in briefly on lap 10 with brake trouble. Then a lap later another Falcon was in, as Richards arrived with a blown inlet manifold gasket, to lose many laps in repairs.

Moffat still held the lead from Bond, but Grice and Geoghegan both started harrying Bond. Then Rutherford did it all wrong, hitting a sideways Escort of Bob Holden in McPhillamy's sweeper as the little car went up the bank and down again. Rutherford's bent Torana was brought back on a truck, disqualified, then reinstated, and the Indy winner did a few more laps before finally retiring the car, without Janet



Guthrie getting the drive the crowd had wanted to see.

On lap 20 the two Falcon team drivers swapped again as Bond went past Moffat, who then had the job of holding off Harvey and a fast-closing Geoghegan. But seven laps later the orange Jane car had its oil filter come loose again, forcing a pit stop. Marshall came in with the Patterson Torana, reporting fuel pickup problems, while Carter's Falcon arrived on the back of a truck with a blown engine, an aberration for the normally reliable veteran privateer.

It was getting hotter. The pits started worrying about brake and tyre problems as the pace stayed hard, with Brock, Bond, Morris, Grice and Moffat all fighting hard for the lead. And it happened again - on lap 31 Grice's now-traditional Bathurst hoodoo struck as the Craven Mild Torana came in with a rear tyre shredded by the heat and the pace, and Gardner took over.

Jane arrived with the oil filter gone again, and the Goss Falcon came in once more to try to find some gears. As the first scheduled stops began, Moffat turned up the wick in a bid to get some distance on the Toranas while they were in the pits. Bond came in on lap 40. Colin stayed in the car. Moffat came in two laps later, and did the same. Harry Firth left Charlie O'Brien out in the lead as long as possible, while Gardner came in with the other rear tyre blistered. But there was something wrong with Brock, and finally when he had one of his rare spins he went straight to the pits to find that his wider rear tyres were fouling the shock absorbers in corners. His radio wasn't working; neither was Moffat's. The Bill Patterson team wasn't having a happy race as the Marshall/van Rooyen car now had a broken seat bracket.

By lap 49 Moffat was once more back in the lead, getting away from Bond, who was also opening up a gap on Harvey as the two big Fords started to ease and control the pace a little better. The other MHDT car was fourth, with Hindhaugh fifth and Janson sixth.

Behind them, most of the outright field was in and out of the pits with various problems. Cullen retired, Johnson got a flat tyre, the Richards Falcon retired, and Goss was making routine calls. Then the Wigston/Hindhaugh car came in for a new harmonic balancer and the luckless Grice/Gardner Torana for a new fan belt.

On lap 80 Bond came in to hand over to Hamilton, with the car getting four new tyres. Three laps later Moffat arrived with just one minute to spare before his maximum allowable time ran out. He told Ickx to keep a good pace but



to go easy on the brakes, and showed his crew a badly blistered hand, the glove literally worn out.

Ickx went out with an unprecedented fourth win for Moffat in his grasp. The two leading Fords had set such a relentless pace that the field was falling apart behind them. Yet the Belgian champion somehow misunderstood his instructions and treated his stint at the wheel as a medium-distance sprint event. He wanted to keep the lead, and as events turned out, he caned the leading car where Moffat would have stroked it.

Harvey came in on lap 81 for three new tyres and oil for the differential - which didn't look at all good, and four laps later his relief driver Negus called in to say that the back end was sick. As O'Brien handed over the second MHDT car to Harrop, Negus took the escape road at Hell Corner and a lap later retired the car with the rear end shot to bits.

It was still the Ickx and Hamilton Moffat Falcons out in front, with the Janson/Perkins and O'Brien/Harrop Toranas a lap behind, then two laps back to Morris/Fitzpatrick and Bartlett/Forbes. But the furious pace had the pits looking like a suburban drive-in with free admission; Wigston had a flat front tyre, the luckless Pescarolo had to be push-started, the Grice car came in for radiator water, and Kennedy's Torana came in to have a new diff fitted.

By lap 116, the hard-driving Ickx had got well ahead of Hamilton in the Bond Falcon, with Perkins and Harrop now two laps down, Brock/Brock three, and Morris five laps adrift. Ten laps later the sharp-faced little Belgian brought the Falcon back in to hand over to Moffat; behind him Peter Brock, now with the right tyres on and an earlier problem of overfilled oil solved, was starting the kind of attack on the leaders that only Brock can mount, while behind him the Brabham/Brabham Falcon was starting to go much harder. Bartlett also started to wind up the Torana for the run home.

Into the last 20 laps and Moffat had enough lead to come in for a new rear tyre, and quickly headed out again, still in front. On lap 147 Grice's Torana demolished its engine as did Bartlett's. Wigston hit the fence at the Cutting..

But then, with only a dozen laps to go, Moffat was suddenly in trouble. With the car sitting low on the right front and the tyre rubbing on the curves, it was letting off clouds of smoke on every left turn. Moffat slowed down but kept going. The right front brakes were also smoking and almost useless, and the Falcon was now walking around the circuit in the mid 2m 40s. The TV commentators were saying he couldn't possibly win now; every lap they predicted Moffat would come into the pits, but he did not. He knew the car and decided it would make it to the end. Bond was now closing





fast, but was shown a team sign from Carroll Smith saying 'Form finish 1-2' as he passed the pits. He soon gathered in Moffat's half-lap lead to be right up on the tail of his ailing team leader. He was content to sit behind the boss as they began their last couple of laps.

Bond sat just off Moffat's rear as they climbed the mountain for the last time, the two Fords now being passed by the smaller 3-litre cars as they turned through the Esses. They didn't care. Moffat's car was not only still going, but the smoking on the low-riding right front wheel had stopped. Moffat was managing the brake-less Falcon perfectly.

The Seven Network cameras homed in on the majestic sight of the two Falcons running side-by-side at half-pace down Conrod Straight for the last time, with footage taken from above from the ATN Seven helicopter, the first year it was used to live-stream TV footage. The two Fords rounded Murray's and crossed the finish line together, Moffat less than a car length in front of Bond, in a stunning form finish that grabbed vast media space all over Australia.

There was enormous controversy over Moffat's tactics. It was not so much that Moffat had told Bond to stay in second place; for that is the prerogative of any team owner who pays the bills. But no matter what the critics said, it was Moffat's team which he had built up himself, and it was Moffat who'd had to find the sponsors, build the two Falcons and accept the financial risk. He was perfectly entitled to enforce team orders. No one can argue that the gritty, determined, stubborn former Canadian had not thoroughly earned his victory.

Ironically, Moffat had originally envisaged Bond as his Bathurst co-driver. That had been the plan from the moment Moffat signed the former Holden star, but it was the suits at the Ford Motor Company that insisted the two drivers run in separate cars, in order to achieve maximum impact. And in the end, that's exactly what they did achieve...

Despite their slow last laps, the two Falcons finished a full lap plus almost 24 seconds ahead of the first Torana, the NGK-sponsored Janson/Perkins car. Fourth was the Brock/Brock Patterson Torana, fifth the O'Brien/Harrop MHD Torana, sixth the Roberts/Chivas Patterson Torana. Dickson/Gibson finished seventh in the Pioneer Falcon, Allan Taylor/Kevin Kennedy eighth in their Scotty Taylor Holden Torana, and the Brabhams ninth in the second Goss Falcon. They were the only finishers. Eighteen starters either fell out or failed to complete the 123 laps necessary to be classed as a finisher. The relentless pace of the leading Fords, and the wrong choice of tyres by the main Torana contenders had decimated the field.

Class B was another massacre by Ford - but only one in this case. The laconic and impish Bo Seton had totalled his Amco-sponsored Capri at Amaroo Park only weeks before the big race, and had to build up an entirely new car for he and Don Smith. He proved his mastery as a race car builder and as a driver in a way that would not be seen again until Brock's

1979 outright win. The pair were 1.1 seconds faster in practice than the next best car, another Capri. When the flag fell they took the class lead, held it all day and drove off into the sunset, winning by nine laps and sixth overall. The Mazda RX3 of Nick Louis/Ted Brewster was a distant second, followed by the BMW 3.0Si of Phil McDonnell and Jim Hunter.

The only excitement in the class was when Japanese driver Katayama arrived at the bottom of Conrod in the afternoon to find his left hand front brake disc had disintegrated and he ended up rolling his Mazda RX3 eight times, right in front of the TV cameras.

How did the **VW Golf** go in the Under 2-litre Class C? It didn't have a good lead-up, as it blew a tyre in practice and rammmed the embankment, requiring a major rebuild. However it was faster than last year, owing to a proper German GTI engine that had finally been homologated. It now produced 110 bhp, but still gave away 400cc to the faster 2-litre Triumph Dolomites, Alfa 2000 GTVs and Ford Escort RS2000s. The Golf started in 50th place on the grid and twelfth of nineteen cars in class; it raced well but expired after 62 laps. It stopped on the verge at Skyline and had to be carried back down on the service truck.

The 2-litre class winner was Garry Leggatt and British champion Derek Bell in a Brian Foley Alfa 2000. With 150 laps completed they were an amazing 8th outright. Second was Rod Stevens and Tony Farrell in an Escort RS2000, just pipped by the longer legs of the Alfa in the closing couple of hours, while the Frank Porter / Jim Murcott Alfa was third. The fastest car in the class though was Peter Williamson's twin-cam Toyota Celica. He would find fame in the coming years as the first user of the in-car TV camera, but this time he blew his clutch in the opening laps, and his engine later.

The 1977 Ford 1-2 has become iconic. The Torana challenge for this race had been very strong and they would be better still in the years ahead. But this time the Moffat cars simply could not be challenged on the day. They ran faultlessly at a very fast pace; the only untoward happening being the front-end problem in Moffat's car in the closing laps that he managed perfectly. It was Moffat's fourth and final win at Bathurst. It was the perfect conclusion to his 10 years of racing Falcons.





## From our website 23.

Here are more messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

All of these messages received courteous and informative replies from our committee – usually from Norm or Phil. Messages about things for sale were placed in our Marktplatz section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



7/1/17 I recently bought a T2 Kombi and would like to get Historic Vehicle plates for her. Is Club VW approved with Roads & Maritime for historic vehicles? If yes what is the process? The Campervan is in excellent condition and has valid Tasmanian number plates. Thanks Mark

9/1/17 Hi Club Vee Dub, We thought you and your members might be interested in a 1954 Beetle that we have up for auction next week. More details are available at Raffan Kelaher & Thomas auction website. Please contact me if you would like any further information. Regards, Michael

9/1/17 Hi I have a 1965 VW beetle for sale it originally came from ACT. It is out of rego was due Nov 4. Needs some bodywork otherwise going good for person wanting to do it up happy to negotiate Janey

11/1/17 Hello there. I hope this message finds you all well for the New Year. I have been given the task to restore a type 3. But before the customer proceeds with the restoration. I need to confirm the chassis number is original to the engine number. I was wondering if you could help me with someone that may have this type of info. I have sent a message in December to a club here in Melbourne but I have had no response. VW Australia could only determine that the engine number and chassis fell within a certain year but could not confirm if it was the original engine. Hoping you can assist. kind Regards. Hasan

17/1/17 I have a car for sale and wondered if you have a forum for such things. It is a 1970 1600TL fastback. Liisa

19/1/17 i am currently doing up a 1959 beetle and i wonder if you could put me on to a person or a site where i could buy

a full interior set for it. Graeme

21/1/17 Hi, I am looking for a VW beetle for a wedding car. I am wondering if anybody in the club would be interested? We are based in Melbourne and would need someone for around 3 hours. Thanks in advance. Jessica

22/1/17 Hello! I and my wife are going to Japan, Australia and New Zealand in June in a tourist trip. As good VW nuts we would like to go to some VW meeting in your country. Is there something special that you guys advise not to miss between June/July? At the time we will be coming off from California where we will be attending the VW Classic. Also would be a real pleasure meeting some VWs mates when in there. Thanx and greetings from Brazil. Yelversn

23/1/17 Hi there I was a previous member of the club and would like to rejoin. I'm the owner of 1 original and 1 restored kombis thanks Rick

25/1/17 1963 VW Beetle bonnet lock? Hi I'm based in the UK (Wales). I have an Australian built beetle 1962 and need a good bonnet lock (on front panel) Your built beetles have the bonnet cable running on the RIGHT hand side under the dash, that's the lock I need can you help please? I can send a pic to help? UK cars have the cable running on the LEFT hand side under dash. Thanks Dave

29/1/17 Hi I have recently acquired a 67 beetle. Now know it's Australian assembled. Would like to find out dates it was made as it's now it's 50th birthday ... was hoping to know when exactly Chassis 197 418 237 Hope you can help Many thanks Gavin

31/1/17 Hi, I have a 1978 Golf that needs to be restored wondering if anyone is interested in it. Thank you, Chris

1/2/17 Hi Just wondering if there will be a VW Nationals event in Sydney this year. If so when? I would like to have a stall. Thank you Damien

1/2/17 I am trying to join the club but the payment page goes straight to paypal and stops ??? Tony

2/2/17 When will you confirm the dates for the nationals 2017? and what are they? thanks Patrick

5/2/17 Hi I am a member of club veedub Canberra chapter. I am trying to find info on the second chrome, stainless or aluminium strip that is located on the sides of a beetle below the deluxe strip position sloping downwards to ward the back of aussie (i believe ) beetles. Any info or direction on where to look and what to search for would be greatly appreciated. Thank you, Duan

6/2/17 We were members of the Club in 2002-3 after we purchased the 2.0L 1982 air-cooled Kombi/Minibus which we now have up for sale on Gumtree. Is it of interest to members? Gerry

7/2/17 Hi there, I own an old Beetle Cabrio Karmann 1303LS from 1974. Unfortunately the frame of the soft top



needs replacement. I was wondering if you could direct me toward someone who does fix soft tops for these types of car ?Hope to hear from you soon, Aline

7/2/17 Good afternoon On an 1984 VW transporter where can I actually find the Vin number? Thanks Karin

8/2/17 Hi, could you please tell me when/where the 2017 VW Nationals will be held. Thanks, Gary.

9/2/17 Having trouble with log onto VW website. Grrrrr. Judy

11/2/17 Hi guys, I have a 3 way fridge from a 1973 kombi camper if any of your members are looking for one. Please pass on my contact details if so. Thanks. Grahame

11/2/17 Wish to put an vw for sale add in classified. soon as possible very urgent Stephen

11/2/17 Wish to join club over phone if possible. Thank you Steve

12/2/17 Hi, I have had a VW beetle for 40 years. I currently have it in storage. I have registered it each year and in the last 10 years I have done 400 km. It becoming really expensive each year (June 17) to register the vehicle. I am retiring in 18 months and will have more time to spend on the vehicle. Can I join and get historical number plates. Would be an absolute godsend. Raymond

12/2/17 Hi dont know if you can help me i have a caddy van 2015 which i have done a some work to and i would like to change the rear muffler to a sports ,i have looked on line but nothing in australia would your club have any contacts please. cheers Graham.

12/2/17 Hello, I've just moved into the Canberra area and am looking forward to joining your club with my recently mechanically-restored 1974 Beetle. However, the car failed to start today, and rather a flat battery, it is suspected that it might be the solenoid. Do your club members use a preferred mobile mechanic I could contact? Clan

14/2/17 We have a 1970 beetle just out rego. Also have extra parts. We would like to sell it because it would suit a collector. How can we do this please? Wendy

16/2/17 Can you please advise when are 2017 Nationals programmed for (dates please) Mike

17/2/17 Just letting you know that I paid \$10 on 13/02/2017 for an ad to sell our 1982 T3 air-cooled VW kombi. That vehicle is now sold and I wish to withdraw my advertisement. Thank you Gerald

19/2/17 Trying to match a 1970 VW BUS vin cant find any info23032028351 Frank

22/2/17 I have a 74 Kombi camper that has been unregistered for 18 months (ex QLD car) I am looking for some advice on how I might go about registering it for very

occasional use. Happy to join the club. hope you can help. Steve

22/2/17 My dad had the kombi on club plates. He had to hand them back when he transferred the car to me. When I join can I continue Club plates or will I have to wait a year? Michael

27/2/17 Do you have a branch in Queensland? Dax

28/2/17 I paid for my membership today and having now read the fine print I have reservations about the modifications on my Kombi. It is a 1974 but it has a fibreglass pop top fitted, the rest is fairly standard with the addition of front seats and belts. My reason for joining the club was to get the historic plates as the vehicle is used for weekend cruising only. I am not big on meetings as I am a fairly private person and I now realise that the meetings are a long way from where I live. Happy to pay yearly to be a member but don't think I tick the "active "box. Is there any point persevering as I wouldn't go to the meetings? thanks Steve

5/3/17 I have a65 covert able beetle for sale runs and drives little rust please call if anyone in yr club is interested 0417614501 cheers Stephen

5/3/17 Hello there, We are wanting to go to the VW Nationals this year. Can you tell us of any caravan parks near the venue. We would be going down with a caravan. Hope to hear from you soon. Regards, Keith

7/3/17 I have just received my renewal reminder. I recently moved to QLD and will not be renewing as I will join a club in Brisbane. Many thanks for the great club. Regards Greg

9/3/17 Hi i have just got a vw beetle its a 1964 model just wanted to confirm vin number and was wondering if you could help me i have one of the chassis it looks like 612254 could you help me to confirm what year that is and also where i can located the one on the body thank you. Mark

11/3/17 Greetings from the united states of America. My name is John and i live in Tampa, Florida. Im looking to meet fellow air cooled VW owners around the world. Im also looking for names and address of parts for right hand drive cars. Can you help me out with parts catalogs from companies. I would like to help any member needing lhd parts for their cars as well. Im building a website and would love as many pictures from your club as possible. Thank you very much. Im not sure if you put a .us after com in web address John

14/3/17 Hi just simple question on 28/5 2017 - will be VW Nationals in Fairfiled, can you please indicate to me when car entries will be accepted( deadline?) and how this is done. thank you Peter

14/3/17 Hi my son who live overseas has 2 completed restored Kombi's which we are going to bring to Australia Is if possible to advertise on your site Thanks Doug



# Jeff's internet whatnots.

I enjoy finding interesting Volkswagen pictures on facebook and from many internet pages from around the world. They are always fun to look at.

Here's some of the interesting ones that I have found and posted recently. I hope you enjoy them.

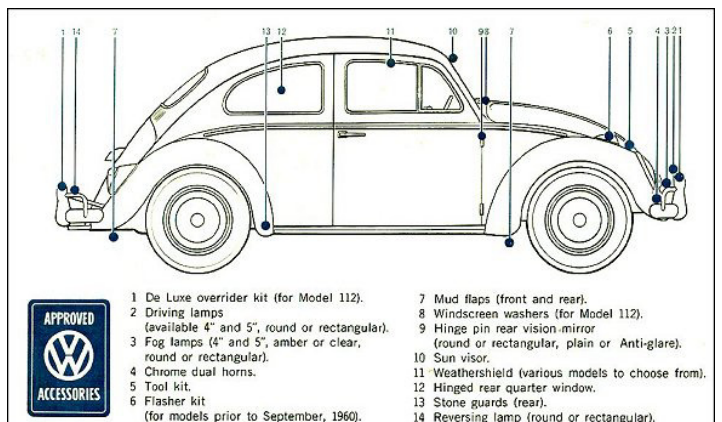
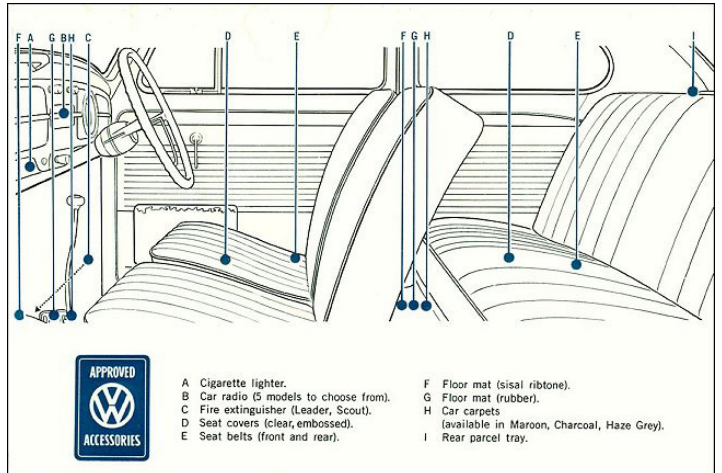
Ten years ago we used to meet in the smaller room upstairs at the Greyhound club. This is what the club library used to look like then. The cabinet was varnished wood with only two shelves, mounted on caster wheels.



Even then it was too small for all the books and manuals we had. Now we have twice as many books, as well as all the DVDs, in a much bigger library cabinet. Thank you Joe for organising our bigger new cabinet.



Do you remember when VW dealers used to stock lots of accessories? They even had a catalogue. It would be great to be able to get all them all now.



YOUR LOCAL VW AGENT HAS A FULL RANGE OF 'VW APPROVED' ACCESSORIES

This article shows Kombis thrive in the outback.




This is what most of the major inland dirt roads are like. This one shows our 1972 VW Kombi (in 1994) on the then Strezlecki Track about 250 km east of Birdsville. In 2010 the track surface was still much the same. Most of the better campervans can cope with tracks like this - but not for more than one or two trips. Kombis (and Toyota Coasters) however can cope much longer. Pix: Maarit Rivers 1984.





This would be the perfect VW Golf to own if your home garage was very very narrow.

Lanock Motors at Camperdown was not the only VW dealership to sell, and rent out, VW Campmobiles to customers. The House of David at North Ryde also did.

 **Volkswagen**  
Completely Self-contained  
Mobile Caravanette

RENTAL OR PURCHASE

exclusive to



297 LANE COVE ROAD  
**NORTH RYDE**  
SYDNEY, 2113

88 0271

88 0272

I wonder whatever happened to the 'Boatswagen' or 'Floatwagen,' the floating VW that was built by Lanock Motors in the early '60s?

It did a couple of demonstration runs from Spit Bridge to Clontarf, and then a while later in Kogarah Bay. It got featured in all the newspapers and car magazines at the time. This one is from Australian Motor Manual.

## Holiday the Cruiser Way



**VOLKSWAGEN**  
CRUISER CARAVANETTE  
*from the*  
**HOUSE OF DAVID**



**HIRE OR PURCHASE**

The Volkswagen Cruiser combines the comforts of a caravan with the easy handling of your family car, together in the one vehicle.

Standard equipment includes gas/electric fridge, gas cooker, sink and pump, water tank and top quality fabrics and fittings throughout.

With the optional raised roof (two versions) you can sleep up to 5 persons, and have full standing room inside.

The Cruiser is powered by VW's reliable 1600 motor, allowing rapid highway cruising with excellent fuel economy, even when loaded.

Why pay double for a car and a caravan, and suffer heavy fuel bills when towing?  
*Come along and see our answer*

**THE VOLKSWAGEN CRUISER CARAVANETTE**



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Phone or write for our illustrated brochure.

● **FLOATWAGEN**

**F**OLLOWING successful attempts in the U.S.A. and Western Australia to drive a VW over water a Volkswagen was recently "put-to-sea" in Sydney Harbour and Botany Bay.

Little waterproofing was done outside of blocking the drain holes which all motor car bodies must have and greasing the door rubbers to ensure their effectiveness.

Engine modifications included:— raised extensions to the exhaust pipes, distributor drive, oil filter tube and air intake. A breather was fitted to the distributor and the spark plugs were sealed in rubber. The 10 x 8 propellor was connected through a universal joint to the generator drive wheel.

Each time the vehicle left the water it was thoroughly hosed down with fresh water.



No great departures from standard are evident in this view of the "Floatwagen" engine.

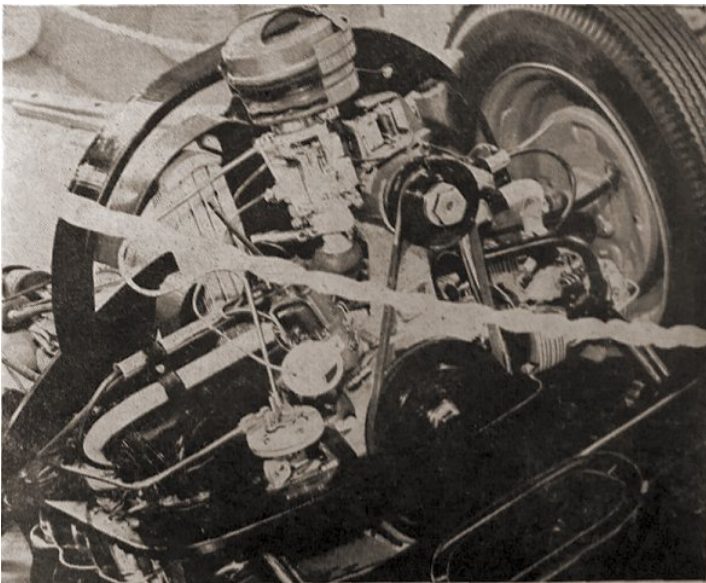
-March 1, 1960





IMPRESSIVE presentation for the rugged VW; later the car that won the Mobilgas Trial was also displayed.

Wouldn't be great to step into a time machine and revisit the Sydney Motor Show in 1956? This is some of what you would see there.



One of the most interesting exhibits—to the technically-minded—at the Sydney Motor Show is this cutaway chassis and engine of the popular Volkswagen. Each component part of the engine could be closely examined.

We're on the lookout for a used VW bargain. This one seems a little pricey to me for a 1989 Golf Cabriolet. And I think it needs some work.



1988 VW CABRIOLET CONVERTIBLE, 5 spd, ac, custom tires and wheels, you can find out who stole them, cass, stereo, custom gold trim, excellent run

For adventurous owners, VW Kombis come in all shapes and sizes. There are little ones.



There are big ones.



And there are weird melted ones that look like bratwurst sausages.



And there are fast ones!





# The more strongboxes you keep the more you keep saving.



It's one thing to run a truck that won't run you into the red.

It's another to run a truck that can take the roughest treatment a one-ton-load can dish out and still come up smiling.

One truck does both. It's called a Volkswagen.

Economical? Fleet owners have reported running costs of under 3c a mile, (not counting depreciation).

Tough? You'd be surprised. The 1971 VW commercial has been improved in some important ways.

1. The suspension will handle a ton with ease. (Independent torsion bars up front and a



Porsche double-joint rear axle in back.)

2. The engine has been increased in horsepower over the years to a hard working 60bhp job.

3. Our commercial is the first one tonner to use disc brakes up front. These and our new anti-locking rear drums (both servo-assisted) won't give in ton or no ton.

One Volkswagen van is a tough, thrifty thing to have around. And the more of them you keep the more you save.

Get some strongboxes.

They're a very practical way to save.



Volkswagen Australia Pty. Ltd.  
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