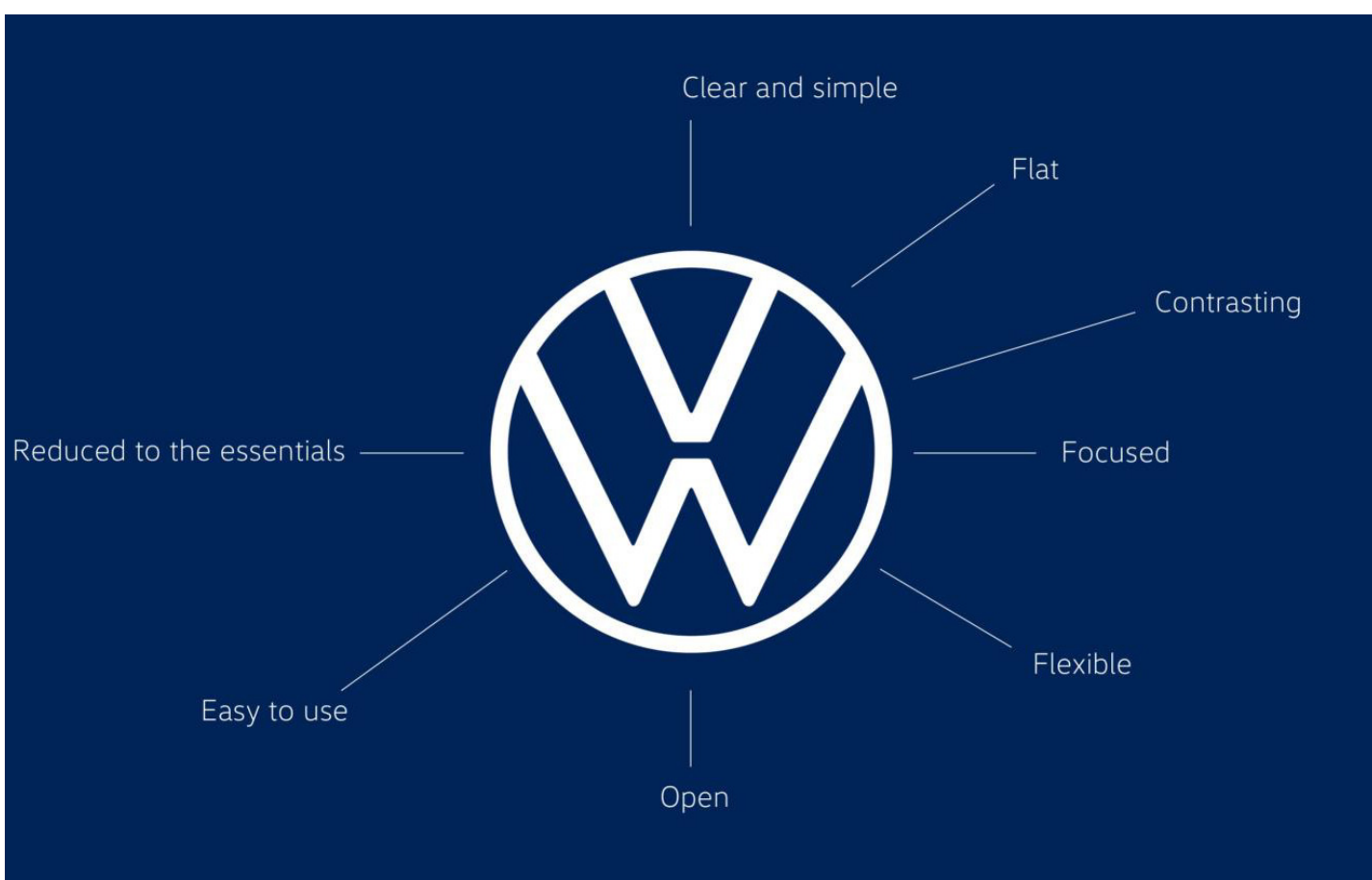


Zeitschrift



Volkswagen redesigns its famous logo.

October 2019

IN THIS ISSUE:

ACT German Auto Day
Love Bug at the drive-in
VW @ 00000
More Ash articles

VW logo history
Electric conversion
VW Superbug
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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	president@clubvw.org.au	
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	vicepresident@clubvw.org.au	
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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 under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

We thank our VW Nationals sponsors:

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



You're invited to bring your car along to

2019 BLACKTOWN RELAY FOR LIFE

for the benefit of Cancer Council NSW

CAR DISPLAY OCT. 19 | 10AM - 3PM
BLACKTOWN INTERNATIONAL SPORTS PARK

Please notify us beforehand if you plan on coming. For more information, please contact :

Mike Richards 0411 318 992
Carl Moll 0417 471 137





Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2019

Car Show & Family Picnic

SUN 20th OCT 2019 Cars in place
9:00AM for 9:30AM
Gough Whitlam Park, Bayview Ave, Earlwood
Events Director: Greg Vains 0408 531 884
www.sydneygermanauto-fest.com.au \$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 26th October 2019

All VWs welcome!

Vehicle access from 8am

Markets and Show from 9am – 3pm

Entry Fee: \$10 per car

Roll out your VW rides and cruise down to Kiama.

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

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

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

Email the Club at info@flatfour.org



Hope to See You There!



Don't miss the

★

German Lunch & VW Nationals movie

★

Sunday 3 November

Mount Victoria Manor
11 Montgomery St
Mount Victoria

\$45 per person

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

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

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

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

All Volkswagen fans and their families welcome!

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



The Volkswagen Club of Victoria Presents

Day of the Volkswagen MELBOURNE



T2 Kombi

68-79



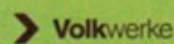
Live Music
IdleMen - Blues inspired R&B



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.



It's on again! Boris' VW Picnic Day & Swap Meet 2019

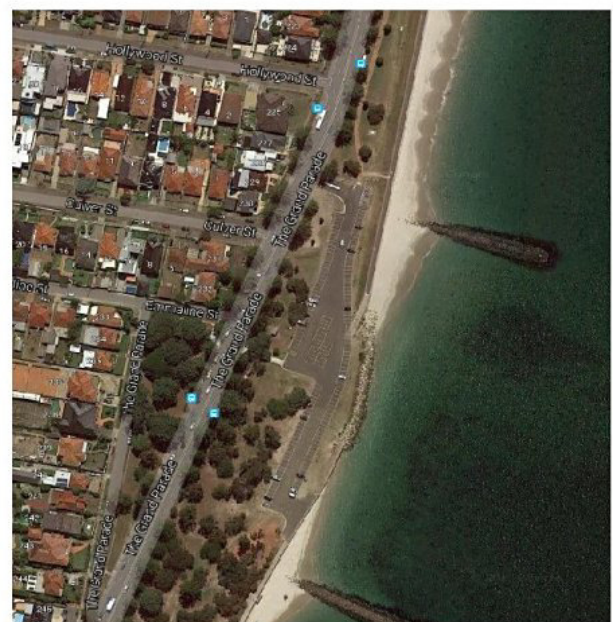
*** **SAME GREAT VENUE** ***

When: From 9:00am Sunday 24th November 2019

Where: Ramsgate Beach carpark, right beside Botany Bay.

Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.

- **Come rain or shine! Toilets on site.**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Car boot sale - clean out your garage!**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**



Von dem Herrn Präsident.

Hi all, well we had a couple of great events last month. Some of our members went along to Bass Hill Drive-In last month for another showing of Disney's 1969 film 'The Love Bug.' It's been 50 years since it was originally released in Australia. Back then it actually played at the old Chullora drive-in. I'm told it was a good night with plenty of cars, but not many VWs came along. Hopefully next time GU will play one of the sequels.

I couldn't make it down to the German Day in Canberra this year as my Beetle is undergoing some upgrades including a new clutch and a roll cage, and I've also had to miss out on the drags at Warwick. My new old Oval window Beetle is still being put back together so that wasn't going to make it either, and my son's Beetle is in storage and out of rego. We're going to put it on conditional rego when we get a chance. Willie will have lots to report on in this issue.

Watch out for the next VWMA in the newsagents next month for a report on all the drag racing action at Warwick, which is on this weekend as I type.

Coming up are some more great spring events to attend with your VW; so many that you'll need to write them in your diary - the Sydney German Autofest, Flat Four show and shine at Kiama Markets, the Melbourne Day of the VW and Boris' Picnic Day.

My good friend Phil Mass is organising a German lunch and VW Nationals movie day, at Mt Victoria Manor on Sunday 3rd November. I know a lot of people are interested in going, so if you are, would you please ring the manor ASAP on (02) 4787 1369 and make your booking. They need to know numbers prior to the day - thanks.

From 1 October 2019, the Log Book will become a permanent feature of the Historic and Classic Vehicle Schemes. Transport for NSW will deliver a number of improvements to the schemes over the next 12 months based on the feedback received during their recent review.

Existing requirements introduced during the Trial will continue to apply to participants, including:

Vehicles registered under the Historic and Classic Vehicle Schemes can be operated for 60 days of general road use each year, outside of club organised events. Each day of general use must be recorded in a Log Book issued at Service NSW branches. Owners wishing to opt into the Log Book program should be a member of a Transport for NSW-recognised Classic or Historic Vehicle Club, participating in the Log Book program, which Club VeeDub Sydney is.

Information and updates to the Log Book program and proposed improvements will be communicated to us in writing in the coming weeks, so we'll give you updates as we get them. If you have any questions related to the Log Book program, please email IndustryEngagement@rms.nsw.gov.au and we'll discuss it at the next meeting on 17th October at the Greyhound Club.

See you with your VW at an event soon.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

Like the rest of the southern states, Canberra is emerging from another winter and embracing the glorious spring weather. Although some mornings are still quite brisk, the days are just beautiful and the new growth all around helps make this the best part of the year in Canberra.

Of course spring sees a hive of activity in the local car scene, with just about every weekend having at least one car event being held in the region. And once again, the most important car show in spring (I may be a little biased here...) was recently held here in Canberra; the Shannons ACT German Auto Day. Reports can be found further into this edition of Zeitschrift with some photos of the day included.

A couple of noteworthy points from this year's ACT GAD were one of the Patent Motorwagen replicas (the original motor vehicle) was on display and the fleet of New Beetles of LJ Hooker were also displayed, which looked really good all lined up.

We also hosted the GAD dinner on Saturday 21st September at the German Harmonie Club. Bookings quickly filled up and unfortunately some missed out. Next year we're hoping to get the much larger auditorium that will seat double the number and after this year's success, I feel the club will be happy to provide this larger room for us.

If you have never made the trip to Canberra for the ACT GAD, you really should consider it! There are so many other things to do, that making a weekend of it would still be too short of a trip. The biggest event on at the same time is the annual flower show, Floriade. Even if you're not a flower or garden type, the show is just spectacular, with fantastic displays of the most amazing flowers of so many different colours, that it just blows the mind.

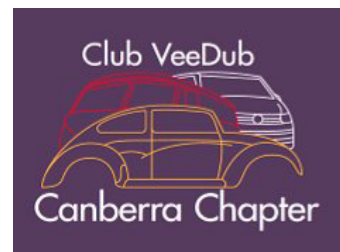
A number of events are on the horizon for Canberra enthusiasts. As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great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

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us on our **email address:**

clubveedubact@gmail.com

Cheers,

Willie



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

October.

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

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

Saturday 19th:- We have been invited to display our VWs at the **Blacktown Relay for Life**, in support of the Cancer Council of NSW. Blacktown International Sports Park Athletics Centre, Eastern Rd Rooty Hill. Cars should arrive 9-10am and must be in place until 3-4pm. Free coffees and sandwiches for VW displayers. Meguiars and 3M will be there to offer prizes for the cars, and the public can vote fifth gold coin donations. All funds to cancer research. Contact Carl Moll on 0417 471137 for more info.

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

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

November.

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

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

Thursday 14th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd.

Yagoona (next to Potts Park).

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

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

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.

Saturday 30th:- VW Karmann Ghia Lunch. An invitation to all Karman Ghia owners and enthusiasts to the inaugural Sydney social meeting at my place, 120 Annangrove Rd Annandale, from 12.00 noon. No prizes - no entry fee, just come and enjoy some relaxing time in the lovely Hills District with like-minded Karman Ghia enthusiasts sharing their tales of restoration and acquisitions of their beloved KGs. Lunch will be provided for a \$5.00 donation per person to the Rotary Club of Castle Hill. Please bring your own liquid refreshment. For catering purposes please register your attendance by notifying us with attendee names, car rego, and model. Contact: Dieter Regel on 0409 100 952 or email dieter@tekevent.com

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

Sunday 19th:- VW Summer Cruise 2020. Meet at Uncle Leo's Caltec Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzale and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All profits to the Cancer Council. All VWs welcome.

Monday 27th:- Australia Day 2020 Car Show at Glenbrook. Organised by Carl Moll. More details soon.

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

February.

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

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

Saturday 15th:- Gerringong Motorfest 2010 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to koin our display of over 150 classic cars. Some famous race cars will be there, and hopefully a famous former Parramatta rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.**

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

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

Marktplatz.

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

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

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

New ads.



For Sale:- 2004 VW New Beetle. Fast and stylish. 2004, manual, turbo, heated leather seats, electric sunroof, automatic spoiler, custom chrome rims, custom rally suspension. 189400 km. Very good condition mechanically. Door upholstery and passenger window mechanism need minor repair. Only selling due to needing a 4x4. Asking Price \$5000. Contact Katherine Stevens on 0499 900210 or email katherinegpstevens@gmail.com





For Sale:- VW early-Beetle Glovebox lid pull handle. New high-quality Australian made polished stainless. Easy install. \$40 including postage anywhere in Australia. Message Carl on 0417 471137.



For Sale:- 1974 VW Kombi Campmobile. Original car, with typical fittings: gas stove, 3 way fridge, rock and roll rear seat/bed, pop top, footstep, cupboards, sink and tap, reading lights. 1800cc engine, manual gearbox, good brakes, near new tyres, AM/FM radio. Vehicle is good inside may need paint job outside. Registration is Club and not transferable. Asking price \$19,900. Questions, please call Greg Price on 0408 095015 or email cavelandgreg@bigpond.com

Wanted:- Hi there, I'm a club member. I've got a beach buggy - it was the green one that won a trophy at the nationals. I'm planning to do some work to properly assess and tidy up the engine. It's a rod penrose 2276 with a bit of a lumpy cam. The carbies are Chinese clones so I need to do something about that. I've wasted some money trying to get them tuned but still runs too rich. But before I go any further I want to check out the engine properly as I'm not sure about it. I will probably end up rebuilding it or parts of it at some point. I'm pretty mechanically minded having worked on cars as a kid with my dad but I'm not up to snuff on doing a rebuild of an engine without doing it a couple of times :-). I would like to learn how to do it properly first time, getting help from someone who can guide me, teach me and get any tricky parts done. Think of it as a mechanic mentor. Do you know anyone that might fit the bill? I'm thinking I pay them hourly rates but work on it with them. The aim isn't to save money but to

build skills so I can do the next engine myself. Do you think anyone would be interested in that? If you can help me contact me (Peter Campell) on 0404 095526 or email peter@thecampbellclan.net

2nd Month 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

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

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

Trades and services directory.

Trades and services directory.

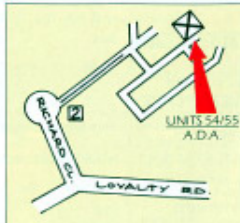
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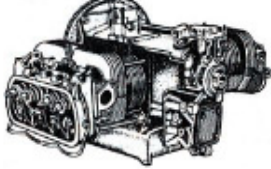
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VW re-designs its famous logo.

Volkswagen has scrapped its fussy chrome-effect logo for a flat 'digital-first' visual identity to mark the 'start of a new era,' which has been kick-started at the Frankfurt motor show with a line of fully electric cars.

The VW ID.3 is the first production car in a new generation of fully electric vehicles by Volkswagen, and the first model to bear the company's rebranded logo. The ID.3 is billed as an affordable option for mass production and is the first step in a whole family of new VW electric vehicles.

To complement its latest electric vehicle, Volkswagen wanted to update its visual identity to one that would offer a more modern and 'holistic' (all-inclusive) brand experience.

The Volkswagen logo, formerly three-dimensional and with a chrome-effect, has been reduced to its basic elements. It now displays a flat, two-dimensional design all in one shade of dark blue. It's reminiscent of the classic flat logo used in the 1950s and '60s, but there are several detail differences.



The new logo is an example of the trend towards flat graphic design for use on digital devices. It was a collaboration between a total of 19 internal teams and 17 external agencies, and was produced 'in the record time of nine months by the Volkswagen design and marketing team. (Cripes, I'm in the wrong job! - Ed.)

Flat graphics eschew three-dimensional effects such as shadows and textures in favour of minimal designs and plain fields of colour.

Volkswagen is said to be following in the footsteps of brands including automotive marque MINI, which flattened its raised logo four years ago and credit card company Mastercard, which removed the parallel lines from its logo the following year.

The main focus of Volkswagen's chief designer Klaus Bischoff was to make the W "float", in a bid to give the logo a new lightness. The bottom of the 'W' no longer touches the circle and the arms are angled out slightly.

The flatness of the emblem, thinner design elements and brand design grants it more flexibility, enabling the company to show it on all devices and applications in all sizes, from the display of a small smart watch to a huge sign on one of the firm's factories.

According to Bischoff, the new logo represents

Volkswagen's move into the digital era.

"The ID.3 will bring this new dawn into an electro-digital age onto the road sustainably, with a unique design," he added.

We'll have more on the ID.3 in next month's magazine. Read about the history of the VW logo and how it's changed over the years on page 28 of this issue.

44% of VWs are 4Motion.

Volkswagen Australia says nearly half of its current sales volume is accounted for by models equipped with 4Motion all-wheel drive, which is "double the industry average."

According to VWA, 44 per cent of its passenger and SUV sales feature all-wheel-drive traction, while 62 per cent of its commercial vehicle and people mover sales are 4Motion.

That means 1,729 of Volkswagen's 3,930 passenger car and SUV registrations last month, while 1,155 out of 1,863 LCV and people mover sales are 4Motion variants - in total, that's 2,884 4Motion-equipped VW models out of VW's 5,793 units sold in June.

In Australia, all-wheel drive is available on all current passenger and SUV models bar the Polo light hatch, while only the Caddy lacks a 4Motion variant in the company's commercial models (it's available in Europe).

Volkswagen says its customers choose all-wheel drive for various reasons, including added traction on the road and



track, recreational off-road use, towing, and commercial use.

Under the 4Motion umbrella, there's actually three different VW all-wheel drive systems.

The most widely-available system is the Haldex-type system, which is offered on the passenger models like the Golf, Passat and Arteon; SUVs like the Tiguan and upcoming T-Roc; and the Crafter and T6 Transporter commercial range.

Now in its fifth generation, the 'four-wheel drive coupling' system - formerly known as the Haldex clutch before they were bought by Borg Warner - features a coupling clutch that is attached to the rear axle which enables all-wheel drive where required. It's an electro-mechanical hydraulic system, not a purely viscous design like the much earlier 'syncro' system that was designed by Puch.

Think of the Haldex system as a part-time on-demand system that only engages all-wheel drive when slip is detected or during hard acceleration.

Next is the Torsen system (TORque-SENSing differential), which offers permanent all-wheel drive but shuffles the torque distribution between axles as required.

Offered on the Touareg SUV and automatic versions of the Amarok ute, the Torsen system features a transfer box with a self-locking centre differential, which typically runs a torque split of 40:60 front to rear in regular driving.

Under certain conditions, the Torsen all-wheel drive system can send up to 70 per cent of torque to the front axle, or 80 per cent to the rear.

Finally, manual versions of the Amarok come with non-permanently engaged four-wheel drive, which has an electronically-engaged front final drive and low-range gearing.

Crafter 4Motion.

The new-generation Volkswagen Crafter TDI410 4Motion has been priced and specified for Australia, starting at \$57,590 plus on-road costs.

Commanding a \$4500 price increase over equivalent front-wheel drive variants, the Crafter 4Motion adds another layer of versatility in the form of its on-demand all-wheel drive system.

Volkswagen says the Crafter 4Motion will be available in all body types - medium- and long-wheelbase van, along with long-wheelbase single- and dual-cab chassis - with just one powertrain option.

Being the 'TDI410' model, the Crafter 4Motion is powered by a transversely-mounted 2.0-litre four-cylinder



twin-turbo diesel making 130 kW and 410 Nm. Drive is sent to an on-demand all-wheel drive system via a six-speed manual or optional eight-speed automatic transmission.

Standard equipment includes front and side airbags, autonomous emergency braking, front and rear parking sensors, a rear-view camera, driver fatigue monitoring, and crosswind assist.

Available options include park assist, blind-spot monitoring with rear cross-traffic alert, lane-keep assist, adaptive cruise control, a mechanical diff lock, and hill descent assist.

Thanks to Volkswagen's experience in the fleet space, the Crafter 4Motion will also feature a customer-specific function control unit (CFCU) with 'bodybuilder programming' as standard, along with an available telematics preparation that can integrate the van into an organisation's existing fleet management system.

Like the wider range, the Crafter 4Motion is covered by Volkswagen Australia's five year/unlimited kilometre warranty, with the availability of the Volkswagen Care Plan which incorporates scheduled servicing and roadside assistance for a given period.

Pricing starts at \$1400 for the three-year plan, climbing to \$2300 for five years. The free roadside assistance is "conditional on observing the service schedule".

St Johns Crafter.

The Volkswagen Crafter has recently been handed its medical licence by St John Ambulance in Victoria, as the company expands its range of service vehicles in Australia.



A fleet of 40 customised Crafters have been ordered for the 'patient transport fleet', including a mix of MWB FWD 340TDI and MWB FWD 410TDI variants.

Volkswagen Australia collaborated with its dealer partner, Ringwood Volkswagen in Victoria's east, on "modifying the Crafter's systems to provide the necessary functions of an operating ambulance", including fitting and programming an integrated electric system.

The vans were also fitted with factory-approved options like suspension seats, dual doors, additional air-conditioning systems, a lowered floor, and secondary battery.

From there, the Crafters were modified for patient transport by ambulance converters Amtek Australia and Mader International.

"Value, drivetrain reliability and the ability to custom-design a vehicle configuration to suit our operational needs

are just some of the factors that influenced our decision to source the new Volkswagen Crafter for our patient transport sector," said Peter Ayres, chief operating officer for St John Ambulance Australia (Vic).

The St John Ambulance Crafters are already in service in Victoria, with the organisation set to expand its fleet of Volkswagens in 2020. Hopefully we'll see them in NSW too.

T-Roc Cabriolet.

Volkswagen has unveiled its drop-top T-Roc Cabriolet, which it is billing as the only mainstream crossover with a proper convertible roof.

Based on the T-Roc SUV, VW's drop-top crossover follows in the footsteps of the soft-top Range Rover Evoque and Nissan Murano CrossCabriolet by blending wind-in-your-hair thrills with the taller ride popular with buyers at the moment.



Although it bears the T-Roc name, the Cabriolet isn't just a normal T-Roc SUV with the roof prised off. It's actually 34 mm longer than the hardtop with a 37 mm longer wheelbase, while front seat occupants sit 599 mm above the road - which Volkswagen says ensures they "enjoy a great view."

It's a two-door, unlike the hardtop, and has a top-hinged boot capable of holding 284 L worth of gear. Volkswagen will even sell you a towing package.

Volkswagen has opted for a soft top capable of opening or closing in just nine seconds at speeds up to 30 km/h. There are four cross braces hidden under the roof's canvas skin, and they're attached in a way VW says prevents the soft top inflating at high speed. That should help the cabin stay quiet at highway speeds, too.

There are pop-up rollover bars hidden behind the rear headrests, while the T-Roc has been treated to a stiffer windscreen frame and additional structural bracing in the underbody, side panels, cross members and doors.

Power will come from a pair of petrol engines: a 1.0-litre three-cylinder turbo making 85 kW/200 Nm, and a 1.5-litre four-cylinder turbo putting out 110 kW/250 Nm. The former is coupled with a six-speed manual transmission, the latter offered with a seven-speed DSG as an option.

Inside, the T-Roc Cabriolet shares most of its cabin with the regular hardtop - at least, it does in the front. There's the option of an 29.7-cm Active Info Display, while the central touchscreen measures 20.3 cm across. A 400W Beats Audio sound system is available.

Down back the middle seat is gone, replaced with two 'standalone' units pinched into the middle of the car.

Owners will be able to choose between a 'Style' package (blue car) or the ubiquitous 'R-Line' specification (white car), each bringing different exterior finishes, wheels, and interior trim options.

Regardless of spec, the T-Roc Cabriolet will be offered with autonomous emergency braking and pedestrian detection, lane-keeping assist and automatic post-collision braking.

Australia will see the normal T-Roc 140 TSI 4Motion hardtop in April 2020, with further variants to potentially follow early in 2021.

There are no plans for the Cabriolet at the moment, but a Volkswagen Australia spokesman said: "it is an attractive vehicle that we'd consider in the right circumstances."

2020 Passat delayed.

The updated 2020 Volkswagen Passat has been hit with delays on various models, as the local division battles with changes in production scheduled caused by the new WLTP emissions regulations in Europe.

Originally scheduled to hit Australian showrooms before the end of the year, the refreshed 2020 Passat will now see a staggered launch in Australia that will see the full line-up's availability draw out into 2020.

The entry-level 140TSI turbo petrol model will apparently be first to arrive, likely still before year's end. This engine is reserved for base grades, meaning Australia will only get the Comfortline model initially.

The 162TSI and 206TSI 4Motion variants will follow, with final timing still to be confirmed. It's expected both Highline and R-Line models will feature the more powerful petrol engines.

From there, the crossover-styled Passat Alltrack will arrive sometime in 2020, powered exclusively by the 162TSI petrol engine with 4Motion all-wheel drive from launch. It appears the 140TDI diesel versions of both the standard and high-riding Passat won't be coming here - at least initially.

When it does arrive, the new Passat will bring a range of new features and technologies; new not just for the nameplate but also for Volkswagen's local range.

Available features should include new IQ.Light Matrix LED headlights, along with the IQ.Drive semi-autonomous drive assist which combines the adaptive cruise and lane-keeping systems that can pilot the car at speeds between 0-210 km/h.



Final pricing and specifications for our market are still to be confirmed, though.

VW's local division has indicated, however, that Australia will get the company's new MIB3 infotainment interface in the Passat, a first for the local line-up. With this system, the Passat will offer wireless Apple CarPlay connectivity for the first time, though the software will likely be reserved for high-spec variants.

California 6.1.

The facelifted Volkswagen California T6.1 has been revealed in full for the European market, ahead of its debut at the Caravan Salon show in Düsseldorf last month.

Like the revised T6.1 Transporter, Multivan and Caravelle family, the new California gets tweaks to the front grille, headlights, bumpers, and fog-lights. There are new alloy wheel designs as well.

The California T6.1 will be available in several versions - including Ocean, Beach and Coast - and come with front-wheel drive as standard, though 4Motion all-wheel drive will be offered as an option.

Inside, there's new handles and décor for the kitchen and cupboards, while sliding doors replace the shutters in the back. Updated amenities like an addition double USB socket in the kitchen, new woodgrain trimmings, and new Palladium Grey seat covers.



Volkswagen is touting improved sleeping comfort thanks to the revised bed units in the rear, featuring a new spring base in the 'high bed' while the double bench seat in the rear can fold out to create an additional bed or lounge setting.

Owners can now take advantage of a new 'sunrise function' that will progressively 'dim up' the LED interior lights over a user-definable period of time to make waking up "particularly pleasant".

This function, along with other main camper settings in the updated California, is controlled via a new colour touchscreen which replaces the previous model's monochrome display.

Further digitisation of the cabin comes in the form of the new 'Digital Cockpit' virtual instrumentation display, complemented by infotainment displays measuring up to 9.2 inches.

Volkswagen's new MIB3 infotainment interface is available depending on the head unit installed, allowing for online services and wireless Apple CarPlay integration.

Under the skin, the California T6.1 gets electro-mechanical steering in place of the outgoing model's hydraulic set up. This allows for the fitment of new functions like Lane Assist, Park Assist.

Power will come from a 2.0 TDI four-cylinder turbo-diesel available in different tunes, with manual and DSG automatic transmission options available.

Volkswagen Australia's PR and brand experience manager, Kurt McGuinness, said while there are no confirmed plans to launch the new California Down Under, the local arm is keen to add to its portfolio.

"We would love to have this model in Australia, and are still working on getting it in Oz in 2020," he said.

The biggest obstacle VWA will face in getting the California certified for Australia is that VW only makes the California rear in LHD layout, with the sliding door on the right-hand side, even for UK-spec RHD models. Our ADR laws do not allow this, which is why the California (in several previous versions) has never been sold here. Whether VW will build a proper RHD version remains to be seen.

Touareg One Million.

The Volkswagen Touareg One Million edition has been revealed in Europe. It marks the significant seven-figure production milestone for Volkswagen's top-shelf luxury SUV, since production began on the first model in 2002.

Available to order in European VW agencies now, the Touareg One Million offers a new Sechura Beige exterior paint option, two new alloy wheel designs/finishes, darkened tail-lights, 'ONE Million' badging, and gloss-black exterior accents. The R-Line Black Style exterior package is also available as an option.

Further enhancements have been made in the cabin, too, with exclusive 'Puglia' leather upholstery with Amber Brown diamond stitching and olive leaf extract colouring, Silver Wave trim inserts, and the Innovision Cockpit (12.3-inch instrument display plus 15.0-inch infotainment). Rounding out the bespoke appointments is a vehicle key wrapped in Puglia leather.

Pricing for the Touareg One Million starts at •80,880 (\$128,794) for the 210 kW V6 TDI variant.

The Volkswagen Touareg was first launched in 2002 and was launched in Australia in 2003. It has been exclusively produced at VW's high-tech Bratislava plant in Slovakia - the same facility where the related Audi Q7 and Porsche Cayenne are also produced.



Now in its third generation nearly two decades on, VW is looking to continue the Touareg's success with high-end connectivity and driver assistance features while maintaining the capability of earlier iterations - including a maximum towing capacity of 3.5 tonnes.

Volkswagen's Australian office has indicated it has no plans to introduce the Touareg One Million in Australia, having just revealed pricing and specifications for the 2020 model year (see Zeitschrift last month).

Now a two-variant family, the 2020 Touareg 190TDI will start at \$79,490 plus on-road costs when it arrives in late October or early November.

Until then, there's still the highly-specified 2019-plated Launch Edition from \$89,990 plus on-road costs.

Next Tiguan in 2022?

The first VW Tiguan was made from 2007 to 2017, and probably should have been updated earlier. The second-generation Volkswagen Tiguan is now half way through its life cycle, and it's believed the next iteration will arrive around 2022.

According to a new report from the UK, Volkswagen has some pretty big changes in store for its top-selling SUV nameplate - Volkswagen reportedly sold more than 850,000 units globally in 2018 alone.



With VW's all-electric ID. family on the horizon, it's said the combustion-powered Tiguan will get a radical styling overhaul to make it more 'emotional', getting a sloping roofline and more fastback-style rear compared to the current model's boxy aesthetic. This could be something along the lines of the 2015 CrossBlue Coupe concept (pictured above).

The Auto Express report claims the sportier styling shouldn't impact the current car's practicality, keeping boot capacity to around 470 L, while a longer 'Allspace' version should be offered again which will extend the length by around 250 mm.

The interior, meanwhile, is said to be inspired by the facelifted Passat, with larger screens and fewer buttons, though not much else is known at this stage.

Under the skin, the Tiguan will continue to ride on a newer version of the current model's MQB architecture, likely to be dubbed 'MQB Evo' - the new Golf and Audi A3 are likely to debut this updated platform later this year.

With that in mind, the new SUV should offer a range of eco-friendly 48V mild-hybrid powertrains, with two plug-in

hybrid variants also mooted.

On the flipside, it's believed a hot 'R' version will top the range, with 261 kW from its worked four-cylinder turbo petrol engine. Volkswagen is reportedly planning to introduce a Tiguan R based on the current-generation SUV around September.

Beyond the new high-tech powertrains that should be certified for upcoming Euro 7 emissions standards, the British publication claims the third-generation Tiguan will also offer Level 4 autonomous capabilities - allowing for hands-free driving in specific situations.

Volkswagen is reportedly testing Golf-based prototypes with this technology in Hamburg using city-centre routes.

Bugs Across Sahara Rally in 2020.

To celebrate the 75th anniversary of the Volkswagen Beetle's return to production by the British Army in 1945, Driven to Extremes CIC is organizing The Sahara Bug Rally 2020, a 17-day 'driving adventure' that will follow the original route of the Dakar Rally.

"Drive the Sahara in a team challenge like no other," the company says, adding that the event is planned for March 13-29th 2020.

"With all terrain tyres, lifted suspension and underbody protection, the modified vehicles will be equipped for the challenging terrain, including breath-taking mountain passes, soft sand dunes, rocky desert tracks and treacherous dry riverbeds," the announcement continues.

Bugs will need to be modified to deal with desert driving conditions

"In 1945, following World War 2, Major Ivan Hirst of the Royal Electrical and Mechanical Engineers (REME) famously saved Volkswagen by restarting Beetle production," the rally organizers report. "In 2020, to mark the 75th anniversary of this event, VW Beetles will return the favour.

"Organized and run by a team of ex-service personnel, the event supports military veterans suffering from PTSD, helping them get back on their feet."

In addition to the £745 (\$915) per person entry fee, each team must raise at least £500 in support of veterans' health. All bookings must be made by 31 December.

For full details, visit the Driven to Extremes website at www.driventoextremes.org/sahara-rally-challenge





The original southern screen was demolished in 2013 when some of the drive-in's land was sold for redevelopment. The Atura Hotel was built right up against the drive-in, and a new smaller screen built closer to the restaurant. It's not very good as the screen is much smaller, there aren't many rows for cars now and you see the lights of the hotel rooms right next to the screen.

Anyway I got there early and Wayne and I parked together. A few more Kombis and Beetles arrived and Phil parked his Passat in the row ahead. There were some nice American hot rods and customs in the front row.

Alex brought along his original Disney Herbie, which featured in Bananas and has been restored to Monte Carlo appearance. It was a

The Love Bug at Blacktown Drive-In.

I recently went to the Blacktown 'Skyline' drive-in to see the latest showing of the great 1969 Walt Disney movie, The Love Bug.

Blacktown is Sydney's last remaining drive-in theatre. Most of them closed in the 1980s when their land became too valuable. In fact I live near the former drive-in at Parklea, which was redeveloped into Parklea Markets.

Other former drive-ins at Matraville, Warriewood, Dundas, Liverpool and Narellan have been replaced by new housing. North Ryde, Frenchs Forest, Caringbah and Chullora were replaced by industrial estates or shopping centres. Fairfield is now a school. Penrith is now a car park. The most recent one to close was Bass Hill, which closed in 2007. It's now new houses too.

Blacktown opened in 1963 as a single-screen drive-in, but in 1984 it was redeveloped into a twin. That's why the restaurant windows face one screen only – it's the original side. The back (north) side was originally the toilets and kids play area. That side is still pretty daggy and ugly, even though the restaurant and south front has been done up. It's like an American '50s diner.

big hit with the spectators and kids.

The restaurant food is good and I had a coffee. It was quiet at first but got busy near starting time.

It got dark just after 6pm and the movie started at 6:15. It was a cold evening but some of us still sat outside in our folding chairs and blankets. We had portable radios to get the FM station for the sound.

The movie we saw was the original 'The Love Bug' from 1969. This was the first movie in the series and spawned a number of sequels later. This one starred Dean Jones,





Buddy Hackett, David Tomlinson and Michelle Lee. I think most people believe that it is the best of the series.

It was first shown briefly in the USA in late 1968 – hence last year's 50th anniversary – but didn't get a proper release in the USA until March 1969. It was released in Australia quite a bit later – in early December 1969, in time for the school holidays.

Interestingly it didn't play at Blacktown Drive-in then. As MGM had the Disney film distribution contract, it only played at the MGM-owned St James Theatre, some Kings suburban theatres, Roselands, and at the MGM-owned

Chullora drive-in. All of these cinemas are long gone.

It was an enjoyable night but I am still getting over a cold and wasn't feeling very sociable. It was a good turnout of cars in general, not many free spaces, but only about 20 VWs came along. That's very disappointing.

I hope next time the Drive In will play one of the sequels. It would be good to see Herbie Rides Again at the drive in. With lots more VWs next time.

Jeff Swords





well received. There was plenty of food, with everyone feeling completely stuffed by the end of the dinner. Although the room was a bit small, the atmosphere was great and everyone thoroughly enjoyed themselves.

This year saw a new venue hosting the Sunday car show, that being the Canberra Greyhound Racing Club at Symonston, just down the road from the Harmonie German Club.

2019 Shannons ACT German Auto Day.

The biggest show on the calendar for the Canberra Chapter, the Shannons ACT German Auto Day (GAD), was once again a huge success with over 70 Volkswagens in attendance. Although numbers were slightly down on recent years, the quality of cars on display did not disappoint and it proved to be a must for any VW enthusiasts to come and admire some truly beautiful machinery.

Preceding the GAD on Sunday was the GAD Dinner on the Saturday evening, held at the German Harmonie Club. Members and guests from all the German car clubs came along for a German inspired buffet, which proved to be very

With Greyhound racing now banned in the ACT, the club needs to find new ventures for the use of the land that will assist them raise funds and be able to pay the rates on the land. The ACT government is keen to reclaim the land for development opportunity and if the club can't pay their bills, the government will step in and claim the property. This show is the first of many that the club hopes to host and going by the 2019 GAD, they seem to be on a winner for providing a suitable venue for car shows, music concerts and community markets, just to name a few.

After a fair bit of rain on Saturday, Sunday's weather turned out glorious with beautiful springtime sunshine and a slight breeze to keep the temperature very comfortable. The previous day's rain proved to be a god send, as the recent dry





period had the venue's grassed area getting a bit dry and dusty. The rain soaked in, eliminated the dust and provided a good firm surface that held up well with all the vehicular traffic.

This year saw 17 categories for the VW trophies, with cars entered in every category ensuring each trophy was awarded. The overall GAD committee also presents a number of trophies, being one for each marque and the Shannons Choice Overall Car of the Show. This year saw Tim Day and his beautiful black Karmann Ghia convertible take out the VW trophy and a Mercedes Benz 280SL receive the Car of the Show trophy. Recipients of the Club VeeDub trophies are listed below.

These shows take a lot of effort and funds to put together. This year saw Club VeeDub as the lead organisers and our secretary, Dot Bryan, took the reins and was the

GAD committee chairperson. At times it felt like herding cats; however Dot persevered and delivered a fantastic event for all involved. Huge congratulations to Dot for a job well done!

We were once again very lucky to be supported by a number of local businesses as sponsors of the show. Obviously, as the title of the show suggests, Shannons were the main overall GAD sponsor again this year. VW were also lucky to have a number of sponsors.:

Our primary sponsor once again for 2019:
Lennox Volkswagen.

Our secondary sponsors for 2019:
Kims Car Detailing, Belconnen;
Canberra VW Centre, Tuggeranong; and
A&R VW Repairs and Parts, Mitchell.





2019 Shannons ACT German Auto Day Club VeeDub Trophy recipients:

1. **Best Standard BEETLE:**
Kalena with her 1960 Beetle
2. **Best Modified BEETLE:**
Grete Pfeiffer with her 1956 Beetle
3. **Best Standard KOMBI:**
Jim Smith with his 1967 Kombi Camper
4. **Best Modified KOMBI:**
Michael Molner with his 1967 Kombi
5. **Best Standard TRANSPORTER / CADDY:**
Bill McCarroll with his 1989 T3
6. **Best Modified TRANSPORTER / CADDY:**
Grant Rollinson with his 1983 Caravelle
7. **Best Standard TYPE 3 / KARMAN GHIA:**
Alan Edwards with his 1965 Typ3 Karmann Ghia
8. **Best Modified TYPE 3 / KARMAN GHIA:**
John Coates with his 1961 Typ1 Karmann Ghia
9. **Best Standard GOLF:**
Phill Lander with his 2019 Golf AllTrack
10. **Best Modified GOLF:**
Jon Prymas with his 2017 Golf

11. **Best Standard POLO / SCIROCCO / UP!:**
Rhiannon Walker with her 2014 Scirocco
12. **Best Modified POLO / SCIROCCO / UP!:**
Dot Bryan with her Scirocco
13. **Best Standard PASSAT / BORA / JETTA / ARTEON:**
Shari Walker with her Jetta
14. **Best Modified PASSAT / BORA / JETTA / ARTEON:**
Brad and Owen with their 2001 Bora
15. **Best Standard AMAROK / TIGUAN / TOUAREG:**
Jon Prymas with his 2018 Tiguan
16. **Best Modified AMAROK / TIGUAN / TOUAREG:**
VAG/Lennox with their Amarok race truck





Ken Davis (Beetle), Phill Lander (Golf) and Wayne Murray (Kombi) were the only Sydney club cars I recognised. Where was Jeff?

The 'Air Cooled Cruisers' from south western Sydney were there in numbers wearing matching shirts and flying their flag. Has anyone heard of these guys? Are they a break away from Flat 4 club?

I forgot to mention the LJ Hooker real estate group fleet of New Beetles. If you are after the last beetle in Yellow watch this space in a year or two. They secured a deal with VW so there'll be lots of yellow Beetles for sale in Canberra in a few years.

A great day out and recommended to club members for next year. I hope to take my '73 down next year.

Cheers,

Carl Moll

17. **Best BUGGY / BAJA / KIT CAR:**
Steve McMaster with his 1969 Manx

Carl's GAD report.

Sending through a few pics of the Canberra German Auto day.

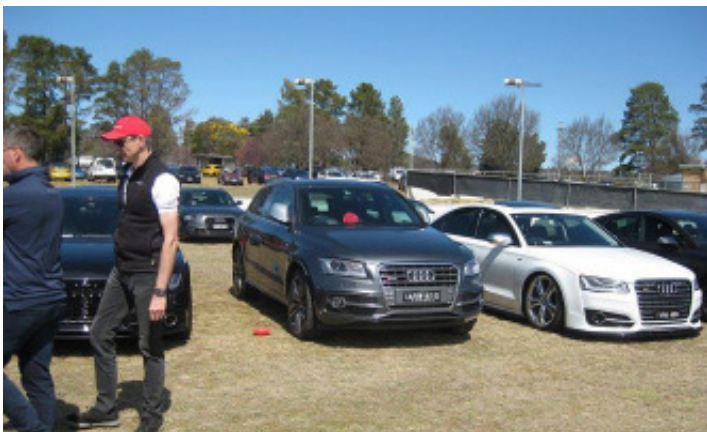
Willie Nelson says he will write up a summary but I said I would drop you a note with pics as well.

I travelled down with the Audi club in a mate's new Audi SQ5.

The day was chilly with a cold wind but sunny.

It was held this year at the Canberra greyhound racing club. A great venue and well supported by all the German brands: Audi, BMW, Mercedes, Porsche and of course VW.

The Canberra Club VW club was there in numbers, and judging well underway by the time we arrived.



The VW logo.

We usually think of the VW logo as a classic - everyone recognises it. The VW company carefully protects its use and comes down hard on unauthorised use. It's been around so long, and is so familiar to us that we think of it as unchanging. But it isn't. It's changed many times over the years. The recent redesign is just the latest.

The story begins with the 'Arbeitsfront' (Workers' Front) symbol. This symbol was used on all national works programmes, which included the 'People's Car'. The foundation stone at the Wolfsburg factory incorporated this symbol. The People's Car was designed to be part of the KdF movement: a national recreation plan embracing hiking, mountain climbing, camping, etc. KdF stands for 'Kraft durch Freude,' which means 'Strength through Joy.' The 'Volkswagen' (People's Car) was only a working name at this stage as the 'KdF-Wagen' was to be its official name.



This variation was used on certain items in the early days of the KdF-Wagen. Note the spinning swastika. This may be the origin of the belief that the current VW symbol, rotating at a certain speed, transforms into a swastika.

Many people connected with the design of what is now the VW, did not like Hitler's idea of naming it 'KdF-Wagen.'

Dr Porsche and his son Ferry were most unimpressed, having not been told of the change. They could not imagine the Americans buying an export model with such a strange name. The name 'Volkswagen' was much preferred by Dr. Porsche, and, as a result, one of Dr. Porsche's engine designers, Franz Reimspiess, designed a 'VW' for the centre of the cogwheel device. He was rewarded with a bonus of 100 Reichsmarks. This 'VW' within the cogwheel, surrounded by the spinning swastika, was accepted as the new symbol and heralded in the still unofficial new name Volkswagen.



Possibly because of the need to cast and stamp the symbol into all car components, the complex spinning swastika background was dropped, and so the simpler VW within the cog was born. This, ironically, is still



referred to today as the KdF logo and determines genuine wartime-manufactured vehicles and parts.

After the war, as part of the de-nazification programme, the cog teeth were removed, because of the strong political associations. The now-famous and classic VW symbol was created and remains, with various aesthetic and finer detail changes, to this day.

The basic VW roundel was easy to recreate in any size. Begin with a circle of the required diameter (D), and draw a smaller circle within that is 83% of D (making the width 8.5% D). Lightly pencil the vertical and horizontal axes, crossing at the centre. Using a protractor, pencil two further diameter lines, 24 degrees left and right of the vertical axis. Pencil the 'V' and the middle of the 'W' with a width of 10% of D; that is, 5% either side of the pencil guide lines. The horizontal gap in the middle is 2.5% D, centred on the horizontal axis. The outer legs of the 'W' begin where the pencil guide lines meet the inner circle, and run parallel to the V. They are also 10% D in width, spacing inwards.

From the first Export models in 1949, the logo was white on a mid-blue square background. The square was 1.5 times as wide as the round logo. This simple and classy incarnation established the Volkswagen brand worldwide. It also formed the basis of all VW dealer signs, 'VW' brochures, information sheets, stationery and advertising. It was used throughout the 1950s.



In 1958 the American DDB advertising agency simplified the logo for their VW ads, removing the blue square and using just a dark VW roundel (in pale grey-blue for colour ads) on a white background in newspaper ads. This was the simplest of all the VW logos and was used in Australian VW newspaper ads from 1960 onwards. Dealer signs still used a white roundel on a blue background, but for simplicity in newspaper advertising the basic grey or dark roundel on a white background was used through the 1960s and most of the 1970s.

In 1978 the logo was modernised and enlarged slightly. An additional circle was added, 110% of D, to create a 'negative' effect. The VW roundel could now be white on a slightly larger black or blue circle. This increased the contrast and made the VW logo 'stand out' from the page. The sharp corners on the 'V' and 'W' were also rounded off very slightly. This version was used throughout the 1980s, either in white-on-black for newspaper advertisements or in blue for colour ads and on dealer signs, brochures and VW stationery. In most countries it was also used alongside the brown oval



'Audi' logo and a third 'VAG' logo (for Volkswagen-Audi-Group) in dealerships.



In 2000 the first attempt was made to give the logo a '3D' effect, trying to

recreate the look of the slightly domed VW logos mounted at dealerships. The white VW roundel was given subtle dark highlights on the edges, and the blue had a change of shading from top to bottom; brighter in the centre and darker towards the bottom. A slogan was added beside the logo - 'The shape of things to come.' This was only used for a short time, and for the New Beetle's local launch this was changed to 'Enjoy the drive,' sourced from VW of America's marketing material. The Americans loved slogans to go with their logos - remember the 'Fahrvergnügen' slogan?



The logo's 3D effect was increased in 2001, when the dark side edges were increased in size, giving the illusion of height above the background. The arms of the 'V' and 'W' were slightly curved for the first time, to increase the illusion that you were looking at a domed 3D logo. The blue shading change from top to bottom was increased, incorporating a 'spotlight' treatment on the upper left side, as if a light was shining



on the logo. The white letters and circle now had subtle shading. Yet another circle was added, in thin white/grey, to the outside.

In 2004 the logo was unchanged, but a long-winded slogan was now added alongside - 'If only everything in life was made like a Volkswagen.' True, but not really catchy. It only lasted a year, and the VW logo then continued on without slogans.

In 2005 a new slogan was added underneath - 'Aus Liebe zum Automobil' (for the love of the car).

In 2008 a new, shorter slogan was added - 'Das Auto' (the car). We wondered if grammar-wise it should have been 'Der Auto,' but it apparently depends on placing the emphasis on the pronoun (THE Car) and that the car is physically gender-neutral.

The logo had a significant redesign in 2013. The 3D style was increased further, with thicker side panels in differing shades of white to grey to black. The blue background light-to-dark shading and spotlight was similar, but now added shadowing from the letters. The white roundel and 'VW' letters were not just shaded but now had a silvery-grey



Das Auto.

wash to give a 'metallic' chunky look. The outer-most circle was slightly thicker. The logo now resembled a VW car body badge, rather than a dealership sign, and the classic simple VW design was getting lost among the fussy detailing.

This was the current logo until recently, with the only change being the dropping of 'Das Auto' in late 2015 in response to the diesel cheating scandal, replaced by the simple word 'Volkswagen.' This was also when VW changed their standard font, dropping Futura that had been in use since the 1960s.



Volkswagen

The new, much simplified flat logo was designed by VW's Chief Designer Klaus Bischoff to tie in with VW's new focus on electric mobility and the release of the VW ID.3 electric sedan. The new world-wide logo was designed for simplicity and ease of use with all digital devices and



represents a fresh, modern start. The 3D elements and outer circles were removed entirely, reducing the logo to its basic, 2D essence. The circle is reduced in thickness, down to just 5% of D (from 8.5% before), and the letter widths are now reduced to 7.5% of D (instead of 10%). The angle of the 'V' is still 24° either side of the vertical axis (48°

altogether), but the outer arms of the 'W' now lean out at 26°, an extra 2°, so they are no longer parallel to the 'V' and give the 'W' a 'splayed out' look. The other major change is that the bottoms of the 'W,' for the first time ever, no longer touch the circle.

Bischoff's personal goal with the redesign was the make the W 'float' and give the logo a new 'lightness' for the move into the digital world and the switch to electric vehicles.



Another TV advertising change is the voice that says 'Volkswagen' at the end - from now on it will be a woman's voice, rather than a man's.

Whether you like the new logo or not is up to you, but gradually all the local dealerships, advertising, car badges and paperwork will be changed to take on this new logo. You'll be seeing it a lot, like it or not.

Or which of the older ones is your favourite?

Phil Matthews
(pre-war info by Ray Black)

Klub Korrespondenz.

From: <Tess.Burfurd>
To: clubvw.org.au
Date: Mon, 27 May 2019 19:35:35
Subject: Wheelchair accessible Kombi

Dear Sir,

Hi, I have recently started looking for a wheelchair accessible vintage Kombi on behalf of a family member. I know very little about Kombis (or wheelchair accessible cars) and was wondering if anyone within your club was aware of it being done in the past.

Any information would be appreciated.

Kind regards,

Tess Burfurd



Hi Tess,

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

By 'vintage Kombi' I guess you mean the ones with the engine in the back? Ones sold here from 1954-68 had the 'split' front windscreen and are the 'first generation' VW Transporter - or the 'T1' for short. The second 'T2' generation with the one-piece panoramic windscreen sold here from 1968 to 1979. The third generation 'T3' was sold here from 1982 to 1992 and are the best and last of the rear-engined Transporters. Ones sold from 1984 had water-cooled rear engines for more power and fuel economy.

The 1992-2003 T4 Transporter was the first to have a front Golf-based modern engine and front-wheel drive. The redesigned T5 was sold here from 2004 to 2015, and the current T6 Transporter since then.

Sorry, I've never heard of anyone seriously converting a 'vintage' Kombi for wheelchair access. There could be a few reasons for this - they are all getting very old now and unless properly restored, repaired and regularly maintained by a VW specialist, will be unreliable. The rear-engined Kombis don't meet modern safety laws about crumple zones and side impacts; don't have airbags and don't have modern brakes with ABS. They were great in their day but I think they are too old now for day-to-day work. My own Kombi is semi-retired and I only drive it occasionally to club events. I drive a modern VW to work every day.

Old Kombis are becoming expensive, sought-after collector cars and you can easily pay over \$40,000 for a good T2; and twice or even three times that for a T1. They are worth most as a standard, unmodified original car. Cutting and

welding to install wheelchair equipment would ruin their collector value.

Also, and probably most significantly, rear engined Kombis have a high rear loading height (because the engine is in the way!) so a wheelchair couldn't be loaded from the rear (like modern vans can do). You could only load a wheelchair from the side, which might not even be practical.



There are a few converters of modern VW Transporters, however, for wheelchair access. These modern VWs are quiet, comfortable, economical and safe - everything that old Kombis are not! Here's a few links:

<http://www.advancemobility.com.au/shop/vehicle-conversions/wheelchair-accessible-volkswagen-transportermultivan/>

<https://automobility.com.au/volkswagen-conversions/>

<https://www.freedomaccessvehicles.com.au/vans-buses/vw-transporter.php>





I feel you would be best served going with a modern VW, for safety and comfort, but these companies will be able to advise you further.

Good luck!

Hi,

Apologies for the delayed response.

Thank you very much for this information, it is most helpful.

We will look at a more modern VW and reach out to one of the companies you suggested to help with the conversion.

Thanks again.

Tess

Lively VW out.

The Sun-Herald, Sunday 3 April 1966

Livelier acceleration is noticeable the moment you start off in the new VW 1300 'beetle' released on Friday.

It goes from 0 to 50 mph (80 km/h) in a spirited 14 seconds, compared with 18 seconds in the 1200.

Top speed of the new model is expected to be more than 80 mph (129 km/h) - against 72 (116 km/h).

This has naturally caused a slight drop in fuel consumption. According to factory figures, the 1300 gives 34.5 miles per gallon (8.2 L/100 km) with two persons at three-quarters of top speed - around 60 mph (100 km/h).

The 1200, which will continue in production for those wanting a cheaper model, is quoted at 37.5 mpg (7.5 L/100 km) under the same conditions.

On Friday I visited Lanock Motors Ltd at Camperdown. I did short runs in a 1200 with 40,000 miles (64,400 km) up, and then stepped into a 1300 which had done only 54 miles (87 km).

The extra 'go' of the 1300 was obvious immediately.

Up Taverners Hill the 1300 accelerated

easily and would have reached the crest at above the speed limit.

In contrast the 1200 only just held top gear up this steep run.

Selling for £919, the 1300 and the 1600TL fastback (£1207) are VW's attempt to stop dropping sales.

The previous 1200 'Standard', with slightly less chrome-work than the 1300 De-Luxe, will sell for £799.

The only exterior difference in the latest model is the '1300' nameplate across the rear engine bonnet.

Clyde Hodgins



The 1966 VW 1300 . . . more speed



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CAMPBELLTOWN ROAD, CAMPBELLTOWN.

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Any make of QUALITY USED CAR on LOW DEPOSITS and EASY TERMS !!

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A 1964 AS NEW V.W. DELUXE SEDAN. An original one owner vehicle. Absolutely faultless. Can finance on low deposit, easy repayments.



VW @ 00000.

So how much will you give me for a near 50-year old Beetle with zero kilometres on the clock? Rather a pretty penny, I would imagine. If only...

I recently had the fortune in seeing my 1970 Beetle odometer trip over from 99,999 back to a neat row of zeros. 00000 to be precise. I bought the car in 1997 with around 36,000 km on it so have managed only 64,000 in 22 years. That's less than 3,000 km a year!

And so that got me thinking - just how many times the odometer might have tripped over to zero and how many kilometres the Beetle has done in total. The answer I guess, is that I may never know. I only have my receipts dating back to 1997 and no past Rego papers unfortunately. Is there some way you can request an ownership history of a car from the RMS ?? (Yes, but they charge a fee - Ed.)

Failing that, it leaves me with only hypotheticals and a calculator at my disposal. The only certain fact that I know, is that I bought it with around 36,000 km on it in 1997. The previous owner on the Central Coast said he had it for about 15 years and it was just a 'hobby' car. So that would take it back to around 1982 when he bought it.

Even if he managed 5,000 km per year over his 15 years, that would be another 75,000 km to consider. Take that off the odometer and you're back to around 61,000 km, having gone back past 00000.

Hypothetically let's just say only one other owner had the car from 1970 to 1982, a 12 year period. 61,000 km over 12 years is just over 5,000 km a year - not too unreasonable in a Beetle if it was a second car. But did we have 'second' cars in the 1970s?

If the above is true then I could take a guess that the odometer has just tripped over for the second time only and my Beetle has done 200,000 km.

However, if we consider that the latest

appearance of all the zeroes is the actually third time of tripping over, then we're looking at that first owner having done 161,000 km in 12 years, or 13,416 km per year.

Would you believe as of 2018 the Australian Bureau of Statistics advises the average number of kilometres driven per year is exactly that... 13.4 thousand kilometres. What are the chances? But that wasn't the average in the 1970's I'm sure.

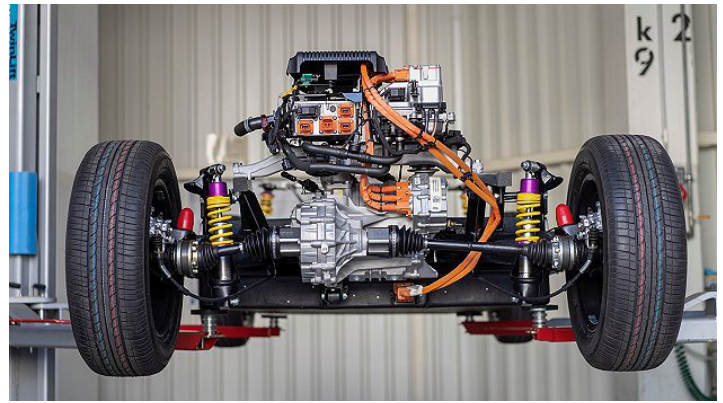
So I'm going to go with the lesser figure and treat my Beetle as a 200,000 km car, not 300,000. Not that it really matters - I'm not selling it. I bought it when I was in my 20s and it pre-dates the wife! Gotta hold onto these memories...

If anyone does know a way to obtain records on the history of ownership, whether through the RMS or Service NSW or whatever, I'm at 0411 331121.

Cheers,

Martin Fox





Electric conversion.

Volkswagen Group Components and electrification specialist eClassics have introduced a "near-production version" of an electric-powered classic Beetle at the recent Frankfurt Motor Show in Germany, which was held last month.

"The concept allows for the electrification of many different historic vehicles," VW Group Components said in its announcement. VW called it an "holistic concept" for the electrification of vintage VWs Beetles.

VW Group Components provides a complete and new electric drive system from the new VW e-Up!1 vehicle, and eClassics does the conversion.



accelerate to 50 km/h in less than 4 seconds and to 80 km/h in just over 8, VW said. The car has a top speed of 150 km and a range of 200 km, "a comfortable distance for a relaxing day out in an electrified classic car."

A fast-charging system can provide enough power for more than 150 km in about an hour, VW added.

"Based on this concept, the subsequent electrification of other historic vehicles will also be possible.

"We are already working together to prepare the platform for the Bus," said Schmall. "An e-Porsche 356 could also be pursued in the future."

The vehicles are not yet available for sale and pricing is yet to be announced.

The use of the modular electric drive matrix (MEB) is also being considered. This creates additional opportunities regarding performance and range.

Thanks to Carl Moll for the article

The e-Up!1 is an electric-powered version of the VW Up! microcar that is designed for an urban environment.

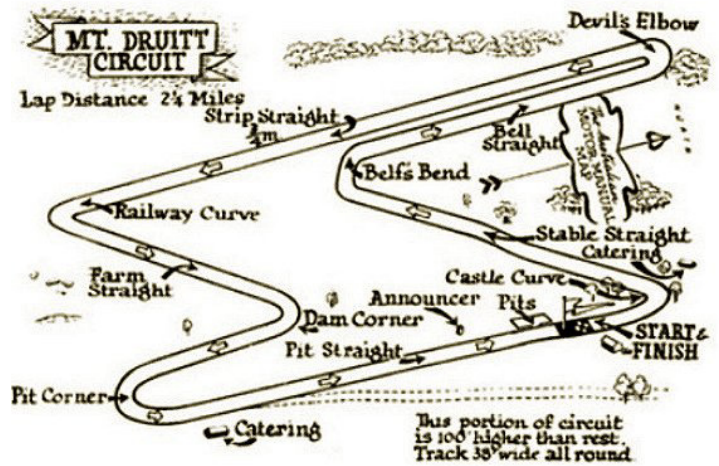
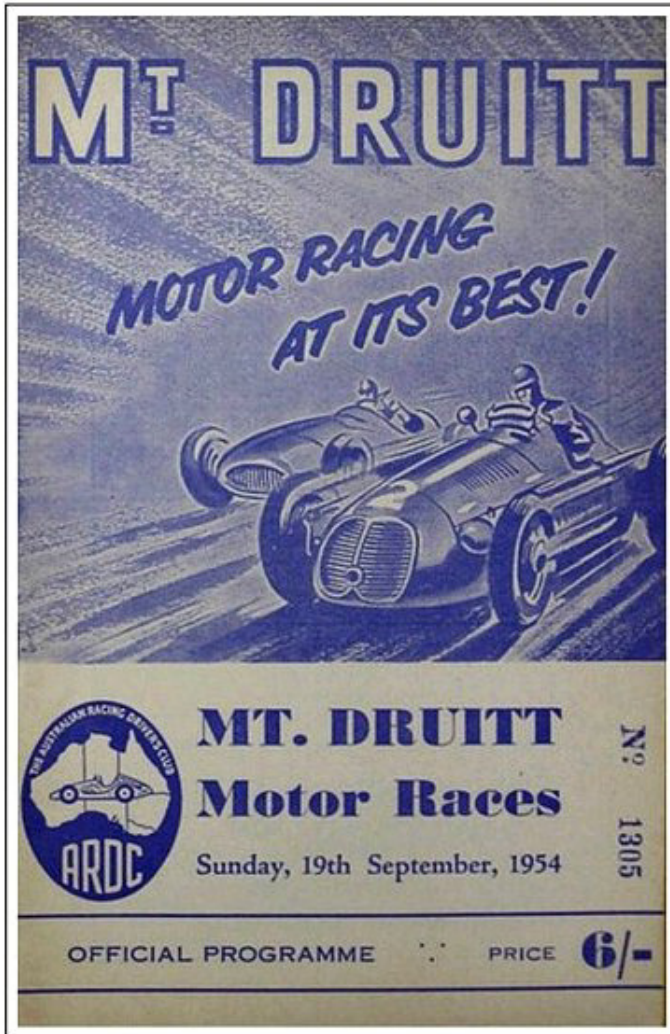
"The electrified Beetle combines the charm of our classic car with the mobility of the future," said Thomas Schmall, member of the board of management of VW Group Components.

"Innovative e-components from Volkswagen Group Components are under the bonnet - we work with them to electrify historically important vehicles, in what is an emotional process.

"We are also providing Beetle owners with a professional conversion solution, using production parts of the highest quality."

The conversion equips the cars with a 60 kW system, as well as reinforcing the chassis and upgrading the brakes. Even with the extra weight (it weighs 1275 kg), the cars can





to the east and south to make a full 2¼-mile (3.6 km) circuit.

Owned and run by the Australian Racing Drivers Club, the circuit hosted many race meetings in the mid-1950s, sometimes attracting more than 15,000 spectators in thousands of cars parked freely around the side of the track. Lots of famous drivers raced here, including Jack Brabham, Lex Davison, Doug Whiteford, Frank Kleinig and Frank Gardner. One noteworthy race was held in January 1954, a full 24-hour race which was the first one ever held in Australia.

The circuit closed controversially after its last race in November 1957, due to problems with leasing, event control, police permits and CAMS requirements for safety fencing. Belf Jones was so fed up with regulation that he reportedly ploughed a deep trench around the circuit with his bulldozer,

Mt Druit circuit.

I not only love old racing cars, I also love and have a fascination with the old race tracks that have been abandoned.

I like looking on the internet at pictures of abandoned race tracks in Europe and America. Try searching on Google for Brooklands (UK); Reims (France); Keimola (Finland) or Fuji NASCAR circuit (Japan), just for starters.

Many of them still have sections of crumbling and overgrown track, or abandoned buildings and towers. Some still have old race cars just left behind in the forest.

In Sydney, most of our old race tracks have houses on them now.

Some are gone without a trace. The 1930s Maroubra Speedway is now houses and a park. Liverpool Raceway is now the Green Valley shopping centre. Oran Park is a huge housing development.

Little bits of Amaroo and Warwick Farm still exist, although you can't really get to them. You can still walk completely around Catalina. You can't get a car onto it. The overgrown track is gradually decaying back to nature and it's now an aboriginal reserve.

There's only one old track that I know of that you can still drive on (bits of it). It's the old Mount Druit race circuit.

It was built on an old WW2 airstrip, and was first used for car races in the late 1940s. Cars used to race down one side of the runway, turn around and race back up the other side. In 1952 local land owner Belf Jones extended the track



making the track permanently unusable.

In the 1960s the new housing suburb of Whalan was built on the former eastern extension part of the old circuit, and later the industrial park on Kurrajong Ave and Coventry Pl covered the southern section. Only the airstrip section was left, and this was still used for some racing until the new Speedway Act closed it for good in 1969.

Today the area is known as Whalan Reserve and is used for all kinds of field sports. The airstrip section still exists and is used as the entrance road, off Debrincat Ave, to the sports fields. It's still long and dead straight. At the far end is a tarmac section of the old track that swings left to the east. It once continued into what is now the industrial park and Whalan suburb, but the council later made a new shorter return loop back to the straight.



I have driven this part of the track (at speed, but don't tell anyone), and it's a nice flowing track. But as you can see, there's not much overtaking space left as the old cold mix bitumen has crumbled away at the edges and it's a bit overgrown.

Cold mix bitumen was the death of most of these old tracks as the bitumen would break away and fly in the air during 24-hour racing.

There's no way Blacktown Council would ever open it up as a motor racing track again, even if only for club-level racing or for driver training. But on certain days (Sundays are best) they unlock the gate and you can take your car around. But watch out for kids on bikes, joggers or people walking



their dogs.

I think it could be a great venue for a car show or a Volkswagen get-together one day. There are toilets by the sports fields nearby but there are no shops so we would have to bring the club tent and BBQ.

Ashley Day





He told me he didn't know, he had bought the car that way, but at least I knew that it was possible.

Knowing it was going to take forever to save for a Porsche, I decided that this was what I was going to do.

Before I had even bought my first car, I already had a set of cookie cutters in waiting.

But what I found out was that Porsche wheels have a very unusual stud pattern and it's nothing like the Volkswagen's.

Wheel studs are spaced and measured by 'Pitch Circle Diameter', or PCD. This tells you how many wheel studs, and the diameter of the imaginary circle drawn through the centre of the wheel bolts, in mm.

So a 1500 Beetle has a PCD of 4 x 130 - which means four studs and the stud circle is 130 mm in diameter.

But a Porsche cookie cutter PCD is 5 x 130 - which is the same stud circle but with five studs instead of four.

Even a 5-bolt 68-79 Kombi wheel is different - its PCD is 5 x 112. Porsche wheels won't just bolt on.

A quick trip to Volksbahn at Pendle Hill (remember that great shop?) solved the problem. Simply drill the Porsche pattern in the Volkswagen brakes.

Nowadays you can just buy new Volkswagen brakes with the Porsche pattern already drilled in.

Porsche wheels on a Volkswagen?

An instant way to make your Volkswagen look special is to change to more sportier wheels.

While there are some alloy wheels you can buy for your Volkswagen, for me nothing looks better than Porsche wheels.

For me it started in the early '80s. A teacher at my school had a 1500 Beetle with Porsche cookie cutters.

I asked the teacher - how did the Porsche wheels fit on a Beetle? Remember that 1500 Beetles have four-bolt wheels and the Porsche wheel is five-bolt.





that these are usually 20-25 mm thick and will space your wheels outwards, possibly causing interference with the body. They may also be illegal in your state.

But now you can also buy reproduction Porsche wheels with the Volkswagen stud pattern.

If you want to take it to the next level, why not fit the complete Porsche brakes and hubs as well. This job isn't easy (or cheap) but it's not impossible.

If you have the Porsche pattern drilled into your old brakes, or use adapters, you still retain the old stud pattern, thereby not needing a Porsche wheel as a spare, and making it easy to put the original wheels back on later.



For water-cooled VWs it's usually a matter of purchasing wheel stud adapters on the internet to adapt the 4 x 100 or 5 x 112 VW hubs to the 5 x 130 Porsche wheels. Note



Every other way will require you to carry a Porsche wheel as a spare, causing a problem because there is not enough space in the front of a Beetle (which was designed to hold a wheel only 4 inches wide). You can buy a Porsche space-saving emergency wheel and tyre, but these are expensive.

I'd like to think that having Porsche wheels on a Volkswagen is my trademark.

If you are thinking about doing this to your car, check the information for the relevant model Volkswagen on the internet first. Or talk to me at the next club meeting.

Ashley Day



The new Volkswagen Super Bug.

VW Superbug.

VW Club of NSW 'Club News', June 1971

A Club Member's impression of the new 'ultimate Beetle' in a road test from VWA

On last year's 'Wagon Train' economy run from Brisbane to Adelaide, in which three club members took part as drivers, I was fortunate in sampling the complete current range of VWs.

My only turn at the TLE Fastback was under feather-foot conditions. This was a superb car which continually outperformed all the others, so I was really keen to test under normal conditions. VW's then advertising chief, Gordon Bingham, gave the OK for a road test and report for the magazine.

Unfortunately, 'Wheels Magazine' kept their car for their 'Car of the Year' award filming longer than expected, and the TLE was gone soon thereafter.

Recently Norm Newbon called, saying a Superbug was available for the weekend. Incidentally, may I, on behalf of the club, congratulate Norm on his appointment as Advertising Manager for VWA.

The new Superbug was attractive in its immaculate Moss Green paint with chocolate trim. It had probably just come back from a previous test as there was a lot of brake pad dust on the front wheels, the oil was low and the mixture was out, requiring attention to get it to idle correctly.

I was surprised, as VWA are reputed to have excellently prepared press cars. But moving off into the heavy Friday traffic towards the City had me immediately enthused.

The Superbug would have to be one of the best vehicles for weaving one's way through the traffic.

The steering, via the new double universal-jointed column was precise, had good feel and really benefited from the tight 29½ foot (9.0 m) turning circle. Flicking through the gears was a delight, with the extra cubes coming in strong and combining with the excellent mirrors make lane swapping an almost desirable form of motoring.

The driving position is good with the seats providing good support and straight arm location, but just a slight stretch to the gear lever for 1 and 3.

The seat belts had effective spring retractors to keep

them out of the way, and the anchorage bay between the seats made for easy application,

I arranged to give a friend a ride home to Newcastle on the Saturday night, planning the trip away as a test of the Superbug under varying conditions. We left about 8pm in an annoying drizzle.

The two-speed wipers worked well, but the unswept area in the driver's lower corner is too large, an unfortunate legacy from LHD design. Road grime started to make the screen greasy, so I bought some 'Bars Bugs' for the washers and this instantly cleared the way. The washers are ingeniously pressurized from the spare tyre, and are much better than the 1300's vacuum type.

The lights are excellent, with the adjustment being spot on. They are just so much better than the old 6-volt candles. The indicator stalk/dip switch

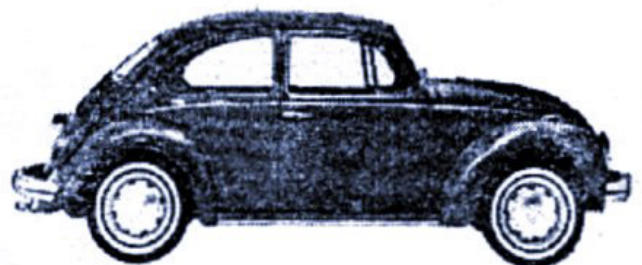
allows quick, safe dipping. I am told that Ron Franks has put halogen globes into the Superbug he rallies, and now the headlights are better than his spotlights.

Onto the Expressway with the rain now quite heavy. The Superbug was going well and it was an effort to keep down to legal speed. It accelerated strongly up the hill from the Hawkesbury Toll Gates and is now a true top gear performer.

Off into the night I headed in the direction of Maitland, driving in the same manner as in the 'Wagon Train' - that is, keeping to the correct side of the road, no free-wheeling and using a constant throttle setting both up and down hills.

At Scone after 100 miles (160 km) at 50 mph (80 km/h) average, only 2¼ gallons (10.2 litres) were needed to fill

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back to same level. This computed as a very good 44.4 mpg (6.3 L/100 km).

In the morning, conditions were perfect for testing flat-out performance. With the speedo calculated as being 4.4% optimistic, 86 mph (138 km/h) was the limit on the flat. 94 mph (151 km/h) showed on a down-hill run. Seventeen miles (27.4 km) went for an odometer reading of 17.8 and a time of 12½ minutes. Whilst this is a good 81.6 mph (131.3 km/h), I feel sure that with more fast miles up and good tuning a Superbug could make a regular flyer. Just can't wait until someone bolts on a set of twin carbs and an extractor.

The handling was unbelievable to a 1300 Beetle punter. Slight understeer was the rule at say 60 mph (100 km/h) into a 40 deg corner. Just past the apex a flick of the wheel with trailing throttle bought on slight tail twitching and an easy steer to set the car up perfectly for exit under power with only a slight correction needed.

It was so good that 157 miles (253 km) from Scone to Windsor took only 2¼ hours (70 mph (112 km/h) average down Putty Rd!?) Hmm! Not so economical though at 24.9 mpg (11.3 L/100 km)). All drivers of those old-fashioned torsion bar Beetles should do yourselves a favour and test drive one, that is if there are any who haven't as yet.

Time and weather prevented any dirt road testing but I was won over. Ruth and Toni both wanted me to trade in the poor old '66 1300 Beetle on a Superbug, and I might just have to do that.

Most club members would have already read all the road test reports in *Wheels* and *Modern Motor*, so I didn't measure acceleration and brake times. Two 70 mph (112 km/h) crash stops were without any wheel-locking and in a straight line. The brakes were easily able to handle the performance.

I have not detailed the suspension mods as they would be well known to club members. They are, as I've mentioned, extremely effective, but somewhat discomforting is the distance the MacPherson Struts hang down.

A check with John Thurston found that one of his MacPherson Struts and one of Jerry Riddings' rear shocks have been replaced, whilst John is having 2nd gear synchro replaced, but overall they are very pleased. I expect that we will see many more in the Club.

I was certainly sorry to see this one returned.

Ron 'Mad Dog' Powell

The 1972 Supa-Dupa Bug.

VW Club of NSW 'Club News', March 1972

Whilst on holidays recently, I happened to venture into the banana over-grown depths of Coffs Harbour. Upon driving down the banana overgrown main street, a sight caught my eye that bought my vehicle to a shuddering halt. The sight I happened to see was a mustard coloured VW engine lid with 4 sets of louvers contained thereon. Immediately,

"1972!" flashed through my tiny pea-brain.

At this stage think I should mention that this happened about 2 weeks before the official release date. And in a quicker time that it takes to get up the Harts hill, found us pouring over it. Yes, it was all there - Porsche steering wheel, 100 km/h speedo, carpet covered rear parcel shelf (attached to the rear seat squab), larger rear window, etcetera, etc etc and so-forth.

Anyhow, while I was still in the process of devouring the sights, I was confronted with the owner of the establishment (I presume he was the owner because no salesman would go to work dressed in tee-shirt, oil-stained shorts, mud-covered gum boots and smelling like the fish markets in a heat-wave!) After some time of conversation I managed to wangle my way into a drive of the beast.

The first thing one notices is the new 100 mph (160 km/h) speedo set in matt black surrounds, and containing restyled fuel gauge - red-lined at ¾ empty! Also noticed is the extra wand on the column (pulled toward the driver; introduces water to the screen; pushed up to the first stop sends the wipers on a single sweep of the screen, second stop is slow speed; third stop is fast speed). Of course putting the wiper on the column leaves another empty hole on the dash, this too (like all the others) is covered by black blank, making 4 in all.

Out on the road the first thing noticed is that whenever a corner is turned the massive plastic steering wheel boss effectively obscures the speedo - definitely bad news.

Another thing very much in evidence (or lack thereof) is noise: from the engine, wind, tyres, fuel tank or whatever - silence!?

The cornering ability seems about the same as last year's Superbug, although for some unknown reason it is much easier to heel and toe than the first Superbug. Speed is the same (I saw 90 mph - 145 km/h), but low end torque seems greater, giving better acceleration in the lower speed range.

Some minor changes include, redesigned inside extractor vents for the ventilation; in the machine department the only changes appear to be a new fuel pump and what appears to be a thermostat on the air filter.

In all it appears a better educated Superbug. Lastly I would like to thank Coffs Harbour Motors, Woolgoolga St. Coffs Harbour, for the use of this vehicle.

Footnote - This dealer also has the local Renault agency, and I was told that at present this dealer is selling about 5 VWs to every 1 Renault!

Gunther



Interstate Motorkhana 1972 (the 3rd Bug In).

VW Club of NSW 'Wageneer', May 1972

What a weekend. It won't be forgotten for quite a long time. If you haven't guessed what weekend I'm talking about, it was Easter. I have been asked to write a report on this weekend for the 'Wageneer,' but being in amongst it all, it is very hard.

I guess the best thing to write about is how the weekend went in my mind, or as Tiny would say, "How to turn yourself on," or "Keep your wig on."

It all started for me about 9:30am on Good Friday morning when the first of the South Australian visitors pulled me out of bed. From that moment on till I climbed back into the cot on Sunday night everything is a bit hazy. Good Friday was spent welcoming the SA and VIC visitors as they arrived. The day was not planned this way as I was going on our experience to Adelaide last year and was not expecting them till Friday night. A planned get-together was planned at my home for Friday night to await their arrival. Being not one to waste a good opportunity we had the get-together anyway.

"WOW! My aching head." You should have seen the house the next morning. For those who didn't attend, we had a party with much merriment and tube drinking.

Saturday was spent in few different ways. Mike Kerin conducted a trip over the harbour to Manly and back, while a few went their own way. Saturday night saw us all at the most renown spot in this city, Kings Cross. Can you imagine forty or so people trying to all walk together along William St. and Darlinghurst Rd? I can't, but I did. This large group split-up when someone yelled out, "Look there's one of those sex shops!" Can you imagine everyone trying to get into this shop which measured about 10ft. by 10ft. (3.5 x 3.5m). One group then headed for the Texas Tavern, while the others headed for those 'spots' that make the Cross famous. Anyway I am assured that everyone had a good time.

The climax of the weekend came on Sunday, when the muddykhana was held. This was followed by the presentation at the Namatjira Hotel at Rooty Hill. (This pub opened in 1958. It is still there today, much renovated, but around 1990 it underwent a change of ownership and is now called the Lone Pine Tavern - Ed.) Again that brown booze appeared and lots of good food too.



I would like to conclude this by thanking all those Club members who willingly volunteered to billet our South Australian friends and the club as a whole for their fantastic response to make the weekend the success that it was. To the VW Clubs of SA and VIC reading this, I hope that you had a good time in Sydney and hope that we will see you all again next Easter, somewhere, where we can renew friendships made this Easter. Maybe with a few snow bunnies thrown in.

Alan 'ACE' Colling

Interstate Motorkhana 1973 (the 4th Bug In).

Or

South Of The Border Down Adelaide Way

Or

What's A Great Club Like You Doing In A Cold Joint Like That?

VW Club of NSW 'The Wageneer', May 1973

The Date: 19th April to 25th April. The Place: Rooty Hill turnoff. The Time: For the VW owners 11.00 pm. For the others - the little hand was on 11 and the big hand was on twelve.

A group of cars had collected ready for the long haul to Adelaide, which would take 18 hours for the 900 mile (1,450 km) journey.

In the lead was 'tricky dicky' Van Gelderen as wagon master, with Mrs 'tricky dicky' riding shotgun. Over the 18 cars in all, Dick had usually put the slower cars in second, third and fourth position which would set the pace for the rest of the field with George and Kevin taking up their unaccustomed last position.

First stop was at Cowra for food and petrol. Everybody was happy with their fuel economy except the two nuts in a Charger towing a car trailer - it took 15 gallons (68 litres)! Everybody was in good spirits even if they were cold, sober and so far there had been no car problems.

Dawn was breaking as we arrived at West Wyalong for our second stop for petrol and refreshments. It was there that our first casualty was noticed - Dick VanG had blown a tyre on the TLE pace car. Unfortunately the small town of West Wyalong seems to hold some mystic attraction for that bearded double dutchman. Some will remember that on a similar pilgrimage two years ago Dick blew an engine at this point.

Rick's second car 'the galloping maggot' was still galloping in site of earlier comments that it was 'dead but wouldn't lie down.' Thankfully this statement was proven untrue.

After leaving West Wyalong we headed for Hay, another 161 miles (260 km) further. However we had only travelled twenty miles when we came across a convoy of two police cars and two tow trucks approaching the other direction. The first tow truck was hauling the remains of a Fiat 1500, and the second a white VW Fastback. Both of these cars were shockingly mangled. I remember saying to Don

who was driving at the time, "whoever was in that is dead for sure."

As we passed the rear number was clearly visible CBI-***. It was Cliff Wiseman's. George and Kevin who were tailing our convoy turned and followed the wrecks as we proceeded on towards Hay. Ten miles further along the road a stop was called for breakfast and also to await news of Cliff and Mrs. Wiseman. On George's return we were very relieved to hear that both were alive although Cliff was very seriously injured.

After a hurried breakfast the main convoy pressed on towards Hay leaving Barry and Trevor to escort Sandy and Valerie Wiseman back to West Wyalong hospital to see their parents. Once on the Hay plain all our spirits brightened up as we drove in one fashion or another in the general direction of our next meal stop. The fatigue was starting to set in with some of us who swapped position in the convoy to see what was happening ahead.



At Hay we picked up Norm Calthorpe and friend in their newly acquired former taxi. We have to admire Norm's style; he goes buys a car which has already seen the better part of 2 million miles and proceeds to accompany us to Adelaide instead of letting it rest in peace.

Darkness had fallen when we reached Murray Bridge for more gasoline for the last forty miles to Adelaide. Here we were met by our SA VW club guides who directed us to the home of Reg Size at Oakbank in the Adelaide Hills for a few? quiet beers? and to renew old friendships.

Reg's back yard is rather large (just like Reg) and with representatives of every Volkswagen Club on the Australian mainland it looked more like a used car yard. Anyhow the steaks and the BBQ were terrific - the beer was not bad once you sneaked up on it. Graham Sutton made sure we got plenty of his favourite lunch, Southwark. We had all promised ourselves an early night to make up for the sleep we didn't get the previous night, but by the time we all registered for the trip to the Winery and the Bug In Motorkhana and thawed out, drunk more Southwark and asked Dave Christison "WHERE THE HELL IS THE PORSCHE 911? It was nearly 11 o'clock. The rain had set in as we made our way to the billots. This was especially interesting for us as we followed Dave and Maria down through the Adelaide Hills with no idea where we were going.

Saturday morning was quite overcast as we climbed the mountains to Oakbank where the buses were due to depart at 10am but it seems somebody was tardy - me - but after some



cheerful greetings between Reg and Graham Sutton the bus trip left for Goolwa and Victor Harbour and later hopefully the vineyards. Lunchtime found us at Victor Harbour but although the weather was overcast spirits were still high and the lunch was still good. I think our mob, especially Ace, could smell the wine already and we were still 30 miles away. Once the bus left the songs started and lasted all the way to the winery with everybody chundering down under as usual.

The winery proprietor looked sort of horrified as our thirsty horde descended upon him. The bottles of wine which we had generously supplied to us were consumed rather rapidly. Somebody really ought to tell our members it is not polite to bowl up to the table and order a "schooner of Old."

Meanwhile some of the South Australians had combined with elements of Canberra and W.A. and converged on the packed cartons. The way Ron was checking the wine stacks I think he is part ferret. Ace was particularly interesting to watch as he gathered together fresh supply to add to a very depleted wine cellar (it seems some of our more depraved members attended a party at Ace's house several weeks earlier and drank everything in the place including a can of Castrol GTX which he was saving for his next oil change).

By the time we had to leave, everybody had bought their supplies and the buses were sitting a lot closer to the road. Maybe because both vehicles were completely full of the juice of the grapes. The bus driver was heard to complain later that she didn't have as much power coming home.

Back at Oakbank we transferred our cargo into the cars and departed for a good night's rest before the event however this was not the case. Somebody had spread an ugly rumour that there was going to be a party at David and Maria's home. Anyhow at 8 o'clock and 60 people later the Christisons were thinking of fitting elastic sides to the lounge room. There were representatives of WA drinking EMU, SA's drinking Southwark, Victorians drinking Fosters and New South Welshmen drinking everybody's.

At eleven Dick VanG arrived with the draw for Sunday's event. And amid the popping of cans and Don Osborne drinking to everything, the draw was read. At 1 am the party was still jumping when our two Victorian friends Glen and Robin decided it was time to sleep, so being the very essence of tact, they proceeded to assemble their camp stretchers right in the middle of the room - it was also their bedroom. Undaunted the party continued but out in the kitchen Dave and Tiny were scheming how to drop a few more hints with the result that Tiny appeared in his pyjamas

but not for long, he was sent to bed and he was still sober (how disgusting).

Sunday morning arrived far too early that day. Although nobody, with the exception of Graham Sutton, was stoned, the will to arise was no too great. The weather remained overcast and showery as we headed for the motorkhana ground but most hoped the weather would clear completely. Especially the Mini drivers. The event got rolling around 11 am after some technical difficulties with the PA system. The competition was doubly hard with the best of each state trying to take out the coveted first outright trophy.



The first event was the slalom with each competitor allowed two runs with the best run counting towards the final result. Judging by the ferocity of the competition one could be forgiven for thinking this must have been the last motorkhana on earth. The event was finally won after hot competition by Dale "Leadfoot" Wilson. He must be very forgetful because he has to wear a jumper with his name on it. Margo's jumper also has her name on it to remind Dale to take the right wife home at night.

The navigator pick-up was second on the card and this event really should be renamed "kill-me-if-you-can". It was interesting to watch the different techniques by the navigators to obtain the maximum reach. George Hudson leans so far out of the car, his nose can be used as a pivot point should his driver fancy a hand-brake turn or two. The method used by Dave C. of SA to coax his nav to lean out further is better left to the imagination. A much deserved win in this event to SA's Dean Gull driving a very battered formerly red 1500 Type 3.

Event 3 was the combination driver pick-up, which although being familiar to N.S.W. drivers was run backwards.



This caused few problems except the man with the funny hat and the name on his shirt won this event too. There are rumours that next in Sydney he will be handicapped. He will have to compete with his engine turned off.

The cloverleaf was next and with the weather colder but drier, the times were getting faster. The victor in this event was Graham (will-you-have-a-red) Sutton who can thank Marion for pouring him home early from the previous night's festivities. Daylight was fading as this event drew to a close, and we heard that the Hopkirk had been scratched. At this point cheering was heard from the assembled VW club of N.S.W. who said that the designer of this event wasn't born but quarried.



Our fifth and last event was the Serpentine which was completed at night. Watching Paul Medwin and Reg Whitely competing aided by rally lights is quite spectacular. This event was won by the pommy good-guy and devil-man-care autocrossing fool Dave Christison in his shovel nosed Beetle.

The presentations took place later that evening at the Oakbank Memorial Hall after an excellent hot smorgasbord and more of the local Southwark.

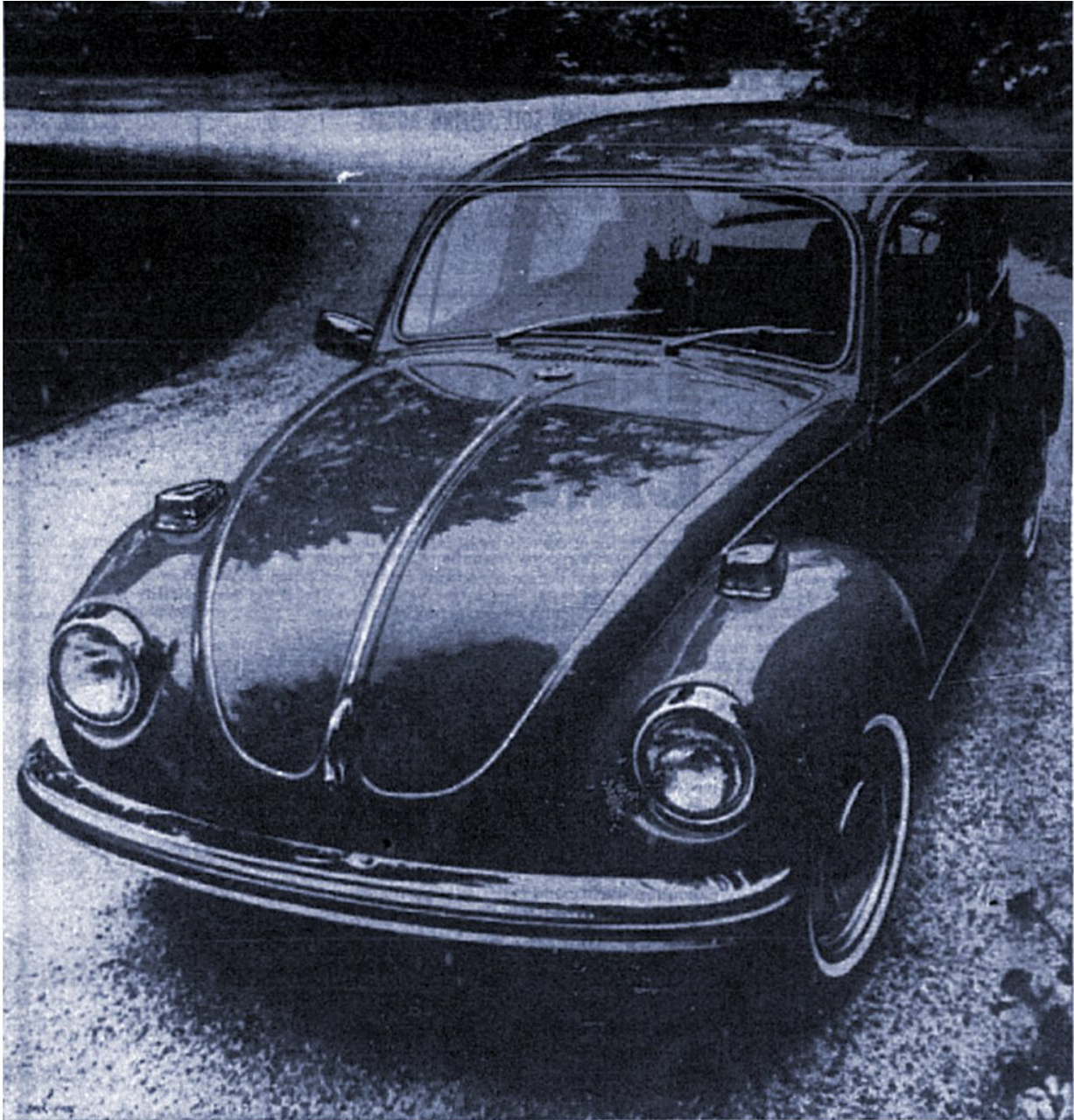
Speeches were made by the President or a representative of each Club and it seems sure that the national Bug-In will continue in future years and certainly next year at Sydney. The Victorian Club seems to have difficulty gathering enough interested people to run one down south.

Most of Monday was spent in sightseeing around Adelaide and the surrounding areas until 8 pm when we finally assembled at Oakbank for the trip home. The convoy moved off at about 9pm for the run back to Wagga but on the way we got our first and only chance to use the car trailer which we had dragged over a thousand miles. Just north of Balranald George and Kevin's car ran out of petrol and was ushered onto the car trailer for a 40 mile ride in style, while George sat inside grooving to Kevin's stereo tapedeck.

We stopped at Wagga Base Hospital to see two of the luckiest people earth, Cliff and Lillian. Although Cliff was seriously injured he was able to give the nurses cheek so he is a very long way from being dead.

I'm sure Cliff won't mind my saying that this accident was partly caused by trying to do a long trip on one's own without adequate sleep.

Author's name not recorded



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