

Zeitschrift



The all-electric VW ID.3.

November 2019

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Seymour then and now
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The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2019-20.

President:	Steve Carter president@clubvw.org.au	0490 020 338
Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Webmasters:	Aaron Hawker webmaster@clubvw.org.au	0413 003 998
Social Media:	Lee Woods l.woods@hotmail.com.au	0414 952 509
Book and DVD Librarian:	Carl Moll library@clubvw.org.au	0417 471 137
Tool Librarian:	Bob Hickman tools@clubvw.org.au	(02) 4655 5566
Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
Assistant Merch:	Kira and Bettina Rosch	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Zelko Jurkovic, Eddie Fleita, Joe Buttigieg	(02) 9534 4825
Trophy Engineer:	Shirley Pleydon	
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
VW Motorsport Committee:		
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President:	Willie Nelson	clubveedubact@gmail.com
Secretary:	Dot Bryan	clubveedubact@gmail.com
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Social Media:	Dorothy Bryan	clubveedubact@gmail.com
Merchandise:	Jacqui Stenhouse	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

32 years.

Andrew Dodd Automotive
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Vintage Vee Dub Supplies
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25 years and over.

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



The Volkswagen Club of Victoria Presents

Day of the Volkswagen MELBOURNE



T2 Kombi

68-79



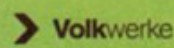
Live Music
IdleMen - Blues inspired R&B



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

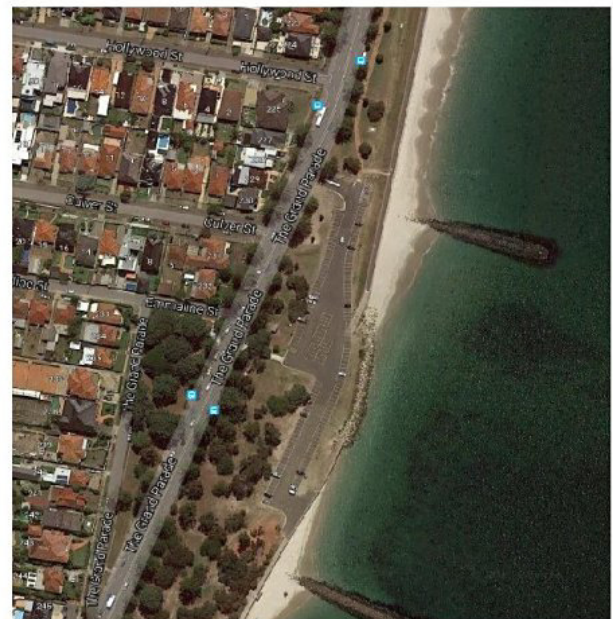
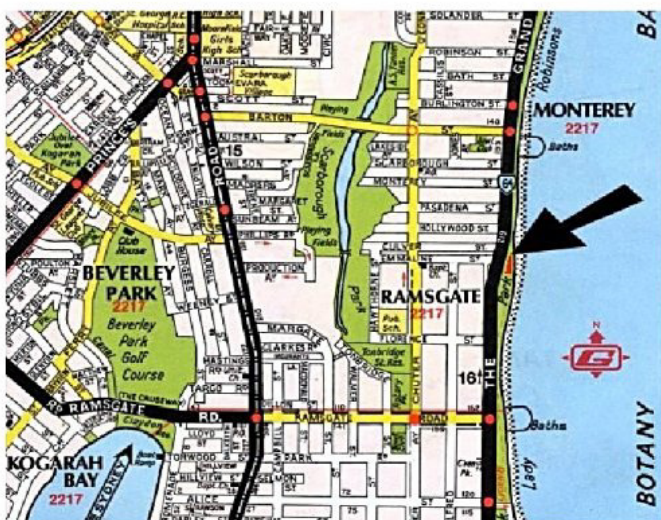
*** **SAME GREAT VENUE** ***

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.





VW Karmann Ghia Meeting- Sydney

An invitation to all Karman Ghia owners and enthusiasts to the inaugural Sydney social meeting

Saturday 30th November 2019

From 12.00 noon

120 Annangrove Road, Annangrove NSW 2156

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

Phone or text 0409 100 952 or email dieter@tekevent.com

Google maps

[https://www.google.com.au/maps/place/120+Annangrove+Rd,+Annangrove+NSW+2156/@-](https://www.google.com.au/maps/place/120+Annangrove+Rd,+Annangrove+NSW+2156/@-33.6815794,150.9728715,15z/data=!4m5!3m4!1s0x6b12a013f8180cc7:0x43d5c4b38c2c03b7!8m2!3d-33.6802703!4d150.9721511?hl=en)

[33.6815794,150.9728715,15z/data=!4m5!3m4!1s0x6b12a013f8180cc7:0x43d5c4b38c2c03b7!8m2!3d-33.6802703!4d150.9721511?hl=en](https://www.google.com.au/maps/place/120+Annangrove+Rd,+Annangrove+NSW+2156/@-33.6815794,150.9728715,15z/data=!4m5!3m4!1s0x6b12a013f8180cc7:0x43d5c4b38c2c03b7!8m2!3d-33.6802703!4d150.9721511?hl=en)

Meet us at Uncle Leo's Caltex, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

ALL VWs WELCOME!!

If you are not up for a cruise, just head straight to Stanwell Park and meet us under the Club Veedub marquee.



The 14th Annual VW Summer Cruise 2020

***Sunday
19th January!***

Families and kids are all invited, with a gold coin BBQ lunch of snags and rolls along with ice cold drinks. There's a great playground - and of course the beach! All donations on the day will go to the cancer council.

**Contact: Steve- 0490 020 338
Craig - 0404 184 893**



Australia Day at Glenbrook



Park St car park,
opposite Euroka Rd.

Arrive 8:00-8:30am
Depart from 2pm

Carl Moll: 0417 471137

Monday 27th January

Display your Volkswagen and join in the fun at the Australia Day celebrations and the famous Annual Gnome Convention in the Blue Mountains at Glenbrook Park.

There will be a flag raising ceremony, market, community and information stalls, free on-stage entertainment for the whole family, children's rides, Gnome competition, local food and refreshments, Aussie family fun activities on the oval, and much, much more.

It's a great day - a country fair with extra flair! Gnomes come from all over to join the fun! Brought to you by Rotary Lower Blue Mountains in Glenbrook Park.

Join the Club VW Convoy! Meet at McDonalds M4 westbound Eastern Creek from 7:15 am for a 7:45 am departure. 28 km to Glenbrook.





Gerringong Motor Fest Saturday 15th February Michael Cronin Oval



Gerringong Lions Club will again be holding its annual **Motor Fest Car Show**, on **Saturday 15th February 2020** on **Michael Cronin Oval, Blackwood St Gerringong**.

The Lions Club Gerringong is a not-for-profit organisation and **all funds raised from this event will be provided directly to a Cancer Research Project.**

Once again we invite members of Club Veedub Sydney to attend. Space will be allocated for the VWs to park together. Prizes will be provided to winning vehicles in a number of categories.

Entry for participating vehicles for driver and passenger is only \$5 per car. A small charge of \$5 will apply for all other people, including the general public. Additional donations are welcome.

This event also coincides with Gerringong's monthly market day in the centre of town, a short walk of 300 metres away. The main shopping strip is also open. This provides more to see and do, and an opportunity to enjoy the hospitality of this wonderful seaside township.

Many thanks to you and your motoring enthusiast members.

Lions Club Contact:

Richard Barber:
Phone: 0438 678 882
Email: richard@wattlerdinvestments.com.au

Jim Davidson:
Phone: 0408 255 562
Email: jimdavo3158@gmail.com

JOIN THE CLUB VEEDUB CONVOY! Meet at McDonalds at South Engadine, (cnr Princes Hwy & Wilson Pde), from 7am for a 7:30am departure. It's 95 km (1 hr 10 min) to Gerringong.



Von dem Herrn Präsident.

Hi all, well there have been plenty of events to attend with your VW over last few months as the springtime usually brings out the good weather.

An event that we were invited to was held on Saturday 19th at Blacktown in support of the relay for life. We were able to get a few members to attend but we received very little notice of the event. The next day was the annual German Autofest hosted by the Mercedes club at Tempe. I went down to give a hand parking the cars, sans VW I'm afraid, I met up with lots of club members including Joanne who drives a very tidy 60s Beetle, I won't give away a ladies age but she will be getting a letter from the queen in a few years. Joanne introduced me to Klaus Steitz the Deputy Consul General of the Federal Republic of Germany. Klaus showed interest in attending a few club events in the future.

Our friends at Flat Four VW Club invited us to their third show n shine on Saturday 26th at Kiama, called the Shoreline Shakedown. Lots of our club members attended for what turned out to be a very nice day but a little windy. There's an article and photos about the event in this issue.

Later this month on Sunday 17th is the Melbourne Day of the VW, at Yarra Glen Racecourse, I'm yet to attend this event, and can't make it this time; maybe next year.

On Sunday the 24th is the famous Boris' Picnic Day at Ramsgate Beach and later in the month is the inaugural Karman Ghia lunch, sounds like fun.

There was to be German Lunch and VW Nationals film at Mount Victoria, but due to the lack of numbers pre-booking it was decided to postpone the event. The club made every effort to let people know that it was being postponed but Phil Mass still was receiving phone calls on the day before the postponed event. If you haven't already please give your email address to Norman our club secretary.

Phil Mass makes no money from his efforts and was very disappointed that we had to postpone the event, but being ever the optimist is organising a screening of the VW Nationals movie at the Edge Cinema in Katoomba early next year. Stay tuned.

In December our monthly meeting will double as the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 19th. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so to qualify for free drink coupons. It will be our only event in December, so come along to celebrate the end of another fun VW year.

Our Editor Phil has also promised that the December issue of the magazine will again be a giant Christmas issue, with lots of holiday reading. Thank you to everyone who has contributed articles throughout the year, especially Jeff, Kylie, Carl and especially Ash.

In the New Year will be the VW Summer Cruise, on Sunday 19th January. As usual we will be starting the cruise from Uncle Leo's to Stanwell Park, and we will again have the Club marquee and BBQ set up at the beach. It's a great day, so don't miss it. We'll also have a VW display as part of the Australia Day celebration at Glenbrook, organized by Carl Moll. It should be a lot cooler and more comfortable than Parramatta Park. And in February is the Gerringong car show.

This time we might get to see Mick Cronin at the show! One for the Parramatta Eels fans.

See you soon with your VW!

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra, unfortunately we've been a bit slack here at the Canberra Chapter through October. After the climax that was the ACT German Auto Day, we have all taken a bit of a break to re-charge and get ready for the hotter months.

November has a number of events in the region and many of the Canberra crew plan to attend those that they can get to. The following list details some upcoming events in the ACT region:

17 Nov - Marques in the Park. An annual car show here in Canberra held at John Knight Park in Belconnen. All car clubs and enthusiasts are invited to enter this free show, put on by the Council of ACT Motor Clubs. Club VeeDub (Canberra Chapter) will once again be in attendance with our new marquee. A very family friendly event; with a huge kid's playground at the venue and a number of food and beverage vendors on site. It's also within walking distance to the Golden Arches should you prefer their food or coffee. Please come along if you're able to and help support the event and Club VeeDub.

08 Dec - FINAL Shannons Cars, Bikes and Coffee. That's right - Shannons has advised that this will be the final Cars Bikes and Coffee event they will host in Canberra. Venue costs and time to organise has become too difficult and they are reluctantly ceasing these events. (They are happy to talk to anyone who would like to take over, with support from Shannons available). This event will be at EPIC once again and we are encouraging all VW owners to join us to once again be the biggest marquee in attendance. We will meet prior to the event and arrive on mass so as we can all park together at the venue.

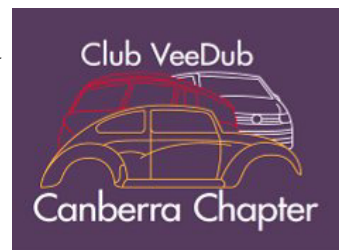
As usual, please keep an eye on the Facebook page for news and upcoming events. We also post feedback and pics from recent activities on the Facebook page and invite members to also post VW related info. The Facebook page is also a great way to get in contact with the committee with any enquiries you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

No story sorry; however here are some pics of a recent impromptu coffee meet-up held here in Canberra.

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.*

November.

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

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

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 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 Annangrove, 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 nibblies 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 Caltex 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. Display your Volkswagen and join in the fun at the Australia Day celebrations and the famous Annual Gnome Convention in the Blue Mountains at Glenbrook Park, Park St carpark opposite Euroka St. It's a great day - a country fair with extra flair! Gnomes come from all over to join the fun! Brought to you by Rotary Lower Blue Mountains in Glenbrook Park. Contact Carl Moll on 0417 471137 for more info. **Join the Club VW Convoy! Meet at McDonalds M4 westbound Eastern Creek from 7:15 am for a 7:45 am departure. 28 km to Glenbrook.**

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 join 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.

March.

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

Saturday 7th:- VW Lighthouse-to-Lighthouse run, organised by Flat Four VW Club. This run is open to all VWs, old or new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park, Wollongong, from 3pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info phone Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30 pm for a 2pm departure. 75 km and 55 min to Wollongong.**

Thursday 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. 8:00pm start.

Monday 30th:- 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.

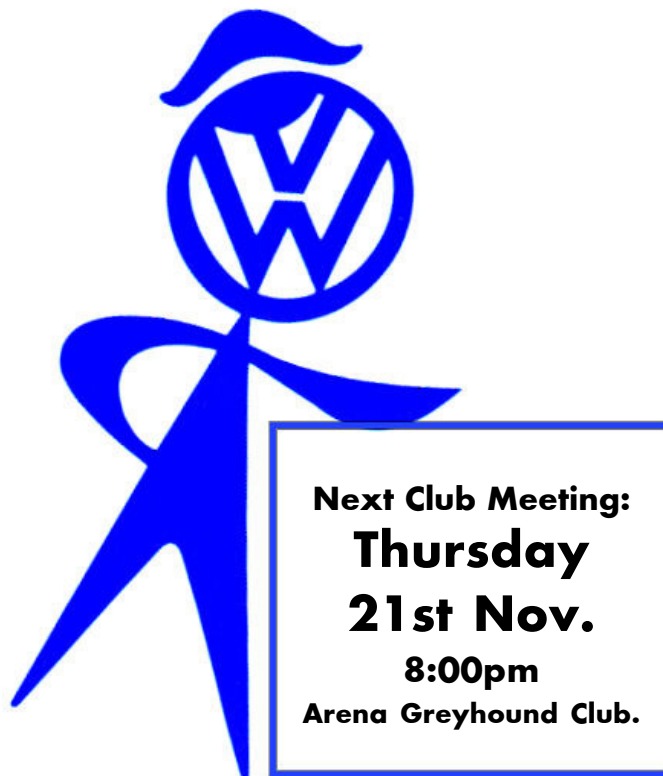
Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New ads.



For Sale:- I have a 1954 Volksie beetle and I have just moved from Sydney to country SA and I was wondering if anyone would want to buy my **number plates (VDUB 54)**. Photo of the plates on the car attached for reference. I thought that I would contact your club first before I went anywhere else. I would appreciate any advice re if anyone was interested in the plates. Please contact Frances Asher on 0412 494 835 or email fjasher@ozemail.com.au

VW Auction: We have completely re-built a 1974 VW Sedan, from the ground up, both inside and out, and plan to auction it at Cricks V.W., Maroochydore, at 1pm on Saturday, 16 November this year. The vehicle, as a result of the re-build, is classed as new, is registered and has a list of parts and



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



warranties used in its reconstruction. It has a 1600 motor and the bonnet of the vehicle has a mural painted upon same which depicts all wars that Australia has been involved in over the years. It is really a true collector's piece and would be a prized possession for ex-servicemen. All monies raised from the auction will go to the Vietnam Veterans Association of Australia, Sunshine Coast Sub-Branch, and will be used in connection with welfare and other forms of assistance to our ex-servicemen and women. For inquiries I can be contacted on my mobile, 0410 514204 or contact can be made direct through the Sunshine Coast Vietnam Veterans office on 07 5479 4552. Best Regards, Mick Howe, President, Vietnam Veterans Association, Sunshine Coast Sub-Branch.

mwhowe@bigpond.com

2nd Month 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 katherinegstevens@gmail.com



katherinegstevens@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

Trades and services directory.

Trades and services directory.

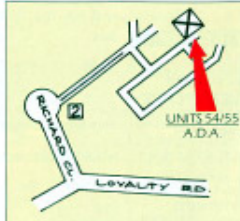
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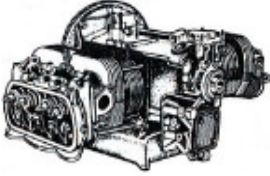
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Australian diesel settlements.

Volkswagen Australia has reached a settlement with plaintiffs representing Australian consumers affected by the Volkswagen diesel emissions scandal.

The settlement was reached on a 'no-admission' basis with plaintiffs representing five lawsuits against the company in Australia.

While the settlement is yet to be confirmed by the Federal Court of Australia, it's expected to cost Volkswagen between \$87 and \$130 million, with a payment of around \$1400 per vehicle to be distributed to affected customers.

The class actions netted around 100,000 owners of vehicles powered by the 'EA189' diesel engine affected by the emissions cheating scandal. That includes the following vehicles across the Audi, Skoda and Volkswagen model lines:

VW Amarok 2.0L - 2011 to 2012
VW Caddy 1.6L and 2.0L - 2010 to 2015
VW Eos 2.0L - 2009 to 2014
VW Golf 1.6L and 2.0L - 2009 to 2013
VW Jetta 1.6L and 2.0L - 2009 to 2015
VW Passat 2.0L - 2008 to 2015
VW Passat CC 2.0L - 2008 to 2012
VW Polo 1.6L - 2009 to 2014
VW Tiguan 2.0L - 2008 to 2015
VW CC 2.0L - 2011 to 2015
Skoda Octavia - 2008 to 2016
Skoda Yeti - 2012 to 2016
Skoda Superb - 2009 to 2015
Audi A1 - 2010 to 2015
Audi A3 2.0L - 2011 to 2013
Audi A3 1.6L - 2009 to 2013
Audi A4 - 2008 to 2015
Audi A5 - 2012 to 2016
Audi A6 - 2009 to 2015
Audi Q3 - 2012 to 2014
Audi Q5 - 2009 to 2016
Audi TT - 2006 to 2014

According to a release by Volkswagen Australia, it "views the in-principle settlements as a further step towards overcoming the diesel issue."

Customers should begin receiving payments in

2020, once the Federal Court of Australia timetables a set of steps required by all parties.

The ACCC launched a separate suit against Volkswagen in addition to the class actions and those proceedings are ongoing. That action is expected to also be settled shortly.

Amarok V6 manual here next month.

Volkswagen has followed through on its promise to offer a manual Amarok V6, confirming the manual Core V6 4x4 will go on sale before the end of the year.

VWA first confirmed its plans for an 'enthusiast' with a manual and differential lock back in June 2018, having consulted with a range of owner's clubs (not with us - Ed.)

Power comes from a 3.0-litre V6 turbo-diesel making 165 kW (180 kW on overboost) and 500 Nm, put to the road through a six-speed manual transmission.

There's a low-range transfer case on board, too, with Volkswagen claiming a braked towing capacity of 3000 kg. Pricing hasn't been confirmed yet, but the mid-to-high \$40,000 would be a good estimate.

As with the wider Core range, the manual will come with cloth seats, four-wheel disc brakes, a rear-view camera, and uncarpeted floors. Infotainment comes courtesy of a 6.4-inch touchscreen display complete with smartphone mirroring, and a monochrome screen in the instrument binnacle.

"At every off-road, caravan and camping expo and Big Red Bash concert the team and I attend, we speak with current owners and members of the off-roading community who have begged us to bring an Amarok V6 manual to Australia," said Ryan Davies, head of Volkswagen Commercial Vehicles.

"It was because of that passion that we were able to mount a case with our head office in Germany to build one and, based on Australia remaining the number one export market in the world for the V6 Amarok, we are finally able to offer this unique, Aussie-spec 'Rok.'"

Along with the new 'base' V6 model, the Amarok range is gaining two higher-end variants. The V6 Highline Black gains a set of 20-inch black alloy wheels, gloss black finishes for the rear bumper and bars in the tray, and blacked-out badging on the tailgate.

In keeping with the dark and stormy theme, the exterior mirrors and radiator are also finished in black.



Inside, the car's cloth seats are finished in 'palladium' grey, and the headlining and pillar trims are blacked out. A set of heated leather seats are optional, too.

Power comes from a 3.0-litre turbo-diesel V6 making 190 kW (200 kW on overboost) and 580 Nm, as Volkswagen pushes the more powerful engine from the Ultimate down into the Highline lineup.

It's priced from \$64,990 before on-road costs, and will be a permanent fixture in the range.

Finally, the V6 Canyon is now offered in limited numbers. Just 350 are being built, priced from \$57,990 before on-road costs.

Powered by the 550TDI engine from Core and Highline models, the Canyon gets special seat trim inside, dark-tinted tail-lights, 17-inch alloy wheels, bi-xenon headlights, tailgate decals and a black rear bumper.

Four colours are offered: Candy White, Indium Grey, Metallic Deep Black Pearl Effect, and Outback Orange. Orange also brings black wheel arch trim, too.

VW below average in service survey.

The JD Power Customer Service Index (CSI) is based on responses from 5,624 Australian mass market owners who bought their cars between February 2014 and June 2019, and took their vehicle to an authorised dealership for a service between February 2018 and June 2019.

Despite the small sample size, the CSI is for now the only publicly-available data surrounding service satisfaction.



Five factors play into the results: service quality, service initiation, vehicle pick-up, service advisor, and service facility quality.

Former local favourites Ford and Holden are struggling on the sales charts, and things aren't much better at the service desk.

Japanese brands again filled the top three: Mazda (819/1000) topped the charts for the fourth year running, followed by Toyota (799/1000) and Honda (793/1000), with Korean brand Hyundai (790/1000) trailing slightly behind.

Subaru (789/1000) rounded out the top five, a significant improvement on its below-average result in 2018.

Volkswagen again finished with a below-average result, but was only 7 points (0.8%) below average.

Regardless of the scores and rankings, the survey actually indicates little difference between the brands. There's

only a difference of 58 points (about 7% of the top mark) difference between the best and worst. Toyota in second place has a score only 1.4% better than average.

JD Power also compiled data from 540 luxury vehicle owners, with Audi placing first. However the small sample size didn't support figures for Lexus, Range Rover or Volvo, instead only returning data for BMW, Mercedes-Benz and Audi.

Brand	Score (of a possible 1000)
Mazda	819
Toyota	799
Honda	793
Hyundai	790
Subaru	789
Ford	788
Mass Market Average	788
Nissan	783
Volkswagen	781
Suzuki	777
Holden	770
Jeep	769
Kia	766
Mitsubishi	761

VW ID.4 teased.

Another electric Volkswagen made its debut in the metal at the recent Frankfurt Auto Show, heavily disguised and wrapped in fluorescent stripes.

Though this year's Frankfurt show heralded the debut of the production ID.3 hatchback, the Volkswagen stand was also home to an upcoming electric crossover.

Automotive News reports the electric crossover, which appears to be based on the earlier ID Crozz concept (pictured), will wear the 'ID.4' name when it enters production next year.

Because of its crossover design, it's arguably the most important member of the fledgling ID family and will be produced in three different countries.

It'll initially be manufactured only in Europe for two years, before it becomes the first vehicle to roll off a new EV assembly line at Volkswagen's Chattanooga, Tennessee plant in the US. It'll also enter production in China.

The SUV-sized ID.4 will become the first electric vehicle sold by Volkswagen in the US, with Americans missing out on the Golf-sized ID.3.

Like the ID.3, the new crossover will use Volkswagen's new MEB electric vehicle platform. The ID Crozz concept used an 83 kWh battery, up from the 77 kWh battery of up-



spec ID.3s.

It also had two electric motors, one each on the front and rear axles, producing a combined 225 kW. Expect the production version to have the same specs as well as a range of around 500 km.

Unlike the ID Crozz concept, whose silhouette resembled coupe crossovers like the BMW X4, the partially disguised Volkswagen at Frankfurt has a more conventional SUV profile - though Autocar has reported a coupe-crossover version may join it.

Unsurprisingly, the sliding rear doors of the ID Crozz are no more.

ID.4 to be first for Australia.

Volkswagen is preparing for one of its biggest vehicle onslaughts to date, and it's the electric ID range taking centre stage.



Although the ID.3 hatchback is the only member of the ID family to be revealed in production form, it will actually be the ID.4 SUV that'll lead the electric Volkswagen charge Down Under.

Volkswagen Australia has confirmed it'll "definitely" launch the local ID range with the ID.4 SUV.

"You just have to look at the numbers of the moment... just the whole way that the industry's going," Volkswagen Australia managing director, Michael Bartsch, told the Australian media in Frankfurt.

Bartsch said Volkswagen Australia is actively seeking out an early right-hand drive build slot to make sure our market is high on head office's priority list when it comes to ID products.

"I had a look at the August figures. It'll be memorable in the fact that it was the first time that the mix between sedan, hatch, and SUV swung to 60 per cent. SUVs broke the 60 per cent mark - 62 per cent I think - which is just extraordinary," he said.

"You think of where we were, even just five years ago. So, an SUV makes sense. But then again, if you look at the ID.3 and then just look at the interior space. Well..."

Volkswagen Australia has been somewhat noncommittal on an arrival time for the ID.3, promising it'll be here in 2022. The reason is apparently uncertainty about

global demand and the ability for Volkswagen's supply lines to keep up with production, especially if it takes off in global markets.

"The fundamental issue that we're facing is that we are blinded by the reality of being south of the equator," Bartsch said.

"This is all going to go out in the Northern hemisphere first. I think there's a reluctance to do an absolutely fixed date yet because the launch of the car and so many of the things that drive the car are so untested. I don't mean technically. I mean the supply line on batteries, the production capacity."

It's a different tune to the boss's previous claims about why we're not getting the ID line-up sooner. Earlier this year, he claimed regulations in Australia were holding up the ID.3's timely arrival, with Volkswagen Australia also pointing the finger at Australia's low-quality fuel.

Bartsch has previously said Australia is "in danger of losing its place in the queue for EVs because this country's automotive regulations have fallen behind the first-world norm."

Either way, we're excited for the arrival of Volkswagen's first fully-electric vehicle, which is set to expand the range of more affordable electric vehicles. Now if only had some brand new nuclear or HELE coal power stations to fuel a million electric vehicles, 24/7...

Passat GTE range boost.

The European market Volkswagen Passat GTE hybrid has been given an EV range boost thanks to a larger capacity lithium-ion battery pack.

The Passat GTE's battery capacity has been boosted from 9.9 kWh to 13 kWh. Electric-only driving range under the WLTP standard is now rated at 56 kilometres for the sedan, and 54 km in the wagon.

Under the old NEDC testing regime EV range has been improved by 40 per cent. With this boost in battery capacity, Volkswagen claims the Passat GTE is capable of completing most commutes around major European cities without any tailpipe emissions.

The rest of the drivetrain remains unchanged with a 115 kW 1.4-litre turbo petrol engine and an 85 kW electric motor built into the six-speed dual-clutch transmission.

With both motors working together the front-wheel drive Passat GTE has a total system output of 160 kW of



power, and 400 Nm of torque.

Volkswagen has reduced the number of selectable driving modes from five to three: EV for pure electric operation, GTE with the petrol and electric motors operating in concert, and hybrid which switches automatically between electric- and petrol-only modes.

To help negotiate the EV-only zones in place in some cities the driver can reserve a percentage of the car's battery for electric-only driving via the car's touchscreen infotainment system.

The upgraded Passat GTE is available now in Germany. The facelifted Passat will start arriving in European showrooms from the end of 2019.

Volkswagen Australia has confirmed the Passat GTE isn't on the cards for us.

T7 Transporter spotted.

Photographers have snapped a development prototype believed to be an early mule for the next-generation Volkswagen T7 during testing in Europe.

Volkswagen has only just started releasing the various members of the updated T6.1 family (see Zeitschrift July 2019), which includes the Caravelle, Multivan and Transporter, but the next generation is on its way already.

Compared to the current model, the T7 features a much longer snout than the T6, which gives a more 'car-like' look (or 'US mini-van look') according to photographers, though there's no hiding that this is very much a commercial van.



Spotted testing with German license plates, the T7 is seen here in passenger Caravelle version with a TDI engine and an all-wheel drive. Or, at least that's what the badges at the back say, but don't ignore the possibility for fake badges.

While the T6 (and updated T6.1) Transporter on sale today, in both passenger and cargo versions, is basically a heavily revised and facelifted variant of the T5, the new model will move to Volkswagen's clever modular MQB platform. It will allow for significant weight reduction and improved body rigidity.

The MQB platform already underpins the likes of the Polo, Golf and Passat passenger cars, Tiguan SUV and numerous Audis, Seats and Skodas, which would allow VW to offer a range of mild-hybrid powertrains, the latest in infotainment and connectivity, along with new driver-assistance technologies.

At this very early stage of development, it's difficult to predict what the design changes over the current model will be, but it's probably safe to assume the T7 will benefit from the latest innovations of VW's design department. These include an even more pronounced grille, sleeker headlights, and more stylish rear end with LED taillights. The interior will be much more refined than now and we expect to see even the virtual cockpit dashboard in the more expensive trim levels.

As far as the engines are concerned, there won't be major surprises, as the vehicle will continue to be offered with turbocharged gasoline and diesel engines, with the latter being the preferred choice for customers in Europe. A dual-clutch automatic gearbox should be optionally available, and we've also heard rumours about an electrified version (or electric hybrid), but that's still unconfirmed at this stage.

The T7 generation of vans is still a few years away yet.

No electric Amaroks.

As reported in Zeitschrift previously, it's no secret Ford and Volkswagen are co-developing commercial vehicles, including the next-generation Amarok and Ranger dual-cab utes.

Ford will be responsible for the medium-sized pickup truck, while Volkswagen is leading development of small vans. The two companies are also signed up to share Volkswagen's MEB electric car platform.

Hot on the heels of the ID.3 reveal in Frankfurt, a Volkswagen board member revealed the entire VW range will be electrified by 2025... but not including the Amarok.

"Until 2025 we will bring 20 models on this MEB platform. With these 20 models we will cover all segments we have today. The ID.3 is the size of a Golf with the interior size of a Passat, and it performs like a GTI," said Volkswagen board member and chief operating officer, Ralf Brandstatter.

"Of course, cars that are similar like a Tiguan or like a Passat will follow. Therefore we are planning 20 models by 2025 on this platform."

By that assumption, the Amarok would also be in line for electrification - but when further quizzed on the matter, Brandstatter excluded the Amarok from the equation.

"At the moment this type of vehicle is not planned to electrify," he said.

Ultimately, Ford's plans to produce a fully electric F-150 pickup truck could lead to trickle down technology, but at this stage it seems Volkswagen either isn't aware of that plan, or has ruled it out entirely.



VW ID.3 R?

We've only just reported on the new Volkswagen fully-electric ID.3 hatchback (see report in this issue), but VW is already preparing a hotter version, according to a new report from the UK.

The new ID.3 is Volkswagen's first mass-produced electric vehicle, with a Golf-sized body and up to 550 km of range. VW hasn't officially revealed a fast version just yet but Jurgen Stackmann, Volkswagen sales boss, has told Autocar UK that VW is already working out where it's planning to take the 'R' badge.

"If there is a future for R it must be electric, it's very simple," he told the British magazine.

"It won't be next year, because we need to define what R is in the electric world."

According to Volkswagen R&D boss Frank Welsch, an ID.3 R would be all-wheel drive with two performance motors, designed to significantly differentiate the R from the already-peppy regular model.

"We should have the same as cars such as the Golf, the GTI and R. People like performance and I'm sure people will



love performance in ID cars too," he explained.

"The situation is different - even in the normal ID, we have good performance right from the very beginning, you just touch the pedal and you feel the punch. From 0-60 km/h is like the GTI. No GTI is faster than the ID 3. At the upper end, of course GTI is better."

One of the biggest issues Volkswagen needs to address before it is willing to slap the R badge on the back of an electric vehicle is weight. With a bigger battery comes more range, but there's also the issue of how it impact handling. Striking the right balance is critical, and VW clearly doesn't think it's capable of doing so at the moment.

Thomas Crown buggy up for auction.

If you're a fan of the Meyers Manx dune buggy and have a lot of money, your lucky day is coming. Bonhams just announced the dune buggy driven by Steve McQueen in the 1968 movie *The Thomas Crown Affair* is going up for auction in early 2020. This auction lot will actually be

the second famous Steve McQueen vehicle to sell in 2020, as the original Highland-green Bullitt GT390 Mustang is going to Mecum's Kissimmee auction in January next year.

During the *Thomas Crown* movie, the buggy went on a seriously wild ride along the beach with McQueen driving and actress Faye Dunaway in the passenger seat. As McQueen tended to do, he actually drove the buggy himself. While it used the usual shortened VW floorpan and modified suspension, this Meyers Manx wasn't your typical beach buggy, though. McQueen enlisted off-road motoring legend Pete Condos to help build the car. A souped up Chevy Corvair engine was used - said to produce around 230 horsepower - routing that power to the rear wheels via a VW four-speed manual gearbox. All this power for a vehicle that weighed only 460 kg makes it quite the weapon with a supercar-like power-to-weight ratio.

Here's what McQueen had to say about the buggy back when *The Thomas Crown Affair* was being made: "Crown lives at the beach and he has a dune buggy. I helped them design it, so I'm kinda proud of that. It's set on a Volkswagen chassis with big ol' wide weenies - big wide tyres on mag wheels, Corvair engine stuffed in the back ... it's very light, you know (because of the fiberglass body). It's pulling about 230 horses and weighs about 1,000 pounds."

In case this particular Meyers Manx was to your liking, know that it's going to be sold at Bonhams' Amelia Island auction next March in Florida. There's no estimate attached to the listing for the time being, but we imagine it's going to be very expensive.



Blacktown Relay for Life.

See attached pic of today's Club display at the Cancer Council Relay for Life event at Blacktown International Sports Park.

Due to late notice and other events on this weekend we only managed four VWs but they were very popular with the many people there.

We were the only car club, and were in position by 10 am but weren't located inside the track, so were able to leave at 1pm.

There was Joe's '73 L Bug, Richard's '63 deluxe Beetle, my '58 Beetle and Charlie's '78 Kombi.

Pic 1 shows Carl with Joe Buttlegieg, Richard Amery and State Member for Mt Druitt Edmond Atalla. The second pic shows us beside our cars.



There were lots of questions about the club, the cars and everyone has fond history to share.

Our club made a donation of \$300 to the Cancer Council, and when deposited Westpac will match dollar for dollar.

There were lots of stalls beside the track, selling items for fund raising.

And 3M donated some items for future club raffles. A great event.

Carl Moll

Sydney German Autofest

On Sunday, October 20, Mercedes-Benz Club from NSW hosted the annual autofest in Sydney at Gough Whitlam Park in Earlwood Sydney.

It is big three-part park with a football field at the front, a round grassy tree surrounded by a meadow at the back and another oval field on the right. The program is getting bigger and better and more cars than before.

The VWs were parked in a meadow at far away end, next to Porsches and Audis. BMW and micro cars had a third pitch, while Mercedes, merchants and food stands had a soccer field. It wasn't a bad return from VW, maybe more than Audis, but not as much as Porsche and BMW. There were many more Mercedes than anything else because the day





model come in from ship the UK. Very awesome to look.

The weather was good, sunny, but a bit windy, and we liked to wander between cars. Among the more expensive brands there are several cubic dollars, forever beyond our reach, even if we win the lottery, but it's nice to look and pretend we are rich.

Thank you to all VW drivers who came and Mercedes Club who organized a very professional event. Matt won the trophy for his beautiful grey Kombi - good job Matt.

It was a very good day and let's hope that next year we will be able to get even more VWs.

Stavos Klantias



had doubled as their annual concours. It would be great if a much larger VW turnout appeared next year!

The three food drink hot dog trucks in the gastronomic zone are the VW Kombis, and another Kombi coffee nearby.

Most of the VWs that appeared on the show market are Beetles, with some Kombis, Ghias, one or two Type 3 and some modern water coolers. Two VW 181 were even parked there.

Right next to us were some lovely Porsche, including some of the early 70s 911 and a 914-6. Most of them, however, are modern models, less than ten years old. There were lots modern Audis, several Audi R8 and a nice old Audi V8 sedan, but the favorite was the original former Ur-quadro





The VWs arrived quickly, passed the Flat Four store and were instructed to park together on the grass: Kombis in the back and Beetles left and right. Some Type 3 and some modern VWs also arrived and parked in front in different straight lines.

It was great to catch up with friends and admire the VW glowing in the sun with the clear ocean in the background. Some people even reported seeing whales playing in the sea. It was very windy later and some trader tents even went blown down.

More than 60 great VWs of all kinds, a strong sea breeze and a large group of VW enthusiasts to share stories, experiences and smiles. How can it improve life?

People roamed between cars, then through local markets and even the cafes on the main street and then back. It was a really relaxing and pleasant day in an

Flat Four Shoreline Shakedown.

On Saturday, October 26, our friends at the Flat Four VW Club organized another 'Shoreline Shakedown' auto show in Kiama. It was the third time it was performed and I consider it was better than the last time. The place was Black Beach Reserve, right next to the main shopping street and under the railway bridge. It is a sunny and grassy park, right next to the ocean, right next to where the Kiama markets were held, and a five minute walk from the main shops and cafes. A fantastic place!

Some of our club cars met at Uncle Leo and got into a convoy, left at 8 am and arrived there around 9:30 am. The traffic was a bit slow and is usually a faster trip than that.

through local markets and even the cafes on the main street and then back. It was a really relaxing and pleasant day in an





really should come along next year. Thanks to Rod and the Flat Four team who had a fantastic day.

They also want to thank their sponsors who made the day possible: Wollongong Auto Excellence; Rod Penrose Racing; Burson's auto parts; Southern Classic Cars (VW dealer); Wineries in Albion Park; Autobahn Albion Park; Wedding celebration Jane Mckay; Westside silencers; Vintage Veedub and Toyworld Kiama supplies.

Gwain Meddwyn

What's the Best?

At a party the other night, somebody that I knew asked me - what is the best thing you've ever found and bought?

It's an interesting question that nobody had asked me before.

Whilst I've had many good finds, I instantly started telling the story of an early Porsche 356 I bought nearly 30 years ago.

Back then, after driving around all day, and after speaking to many people (I was on the hunt for an oval-window Beetle), a mate and I ended up at a house near Penrith.

As we drove up the long, twisty, bushy driveway, we came to see many impressive Volkswagens parked under a huge carport.

We were met by a large Estonian man, with a deep voice, named Tom.

At the time, Tom was working on his Karmann Ghia. He had the engine lid open, and was pulling on the

excellent location.

The lotteries were at 1 pm, followed by a few prizes and one or two awards. The guys from Shannons could choose which cars won prizes.

The event was a resounding success and something we hope to see again next year. If you missed it this year, you



accelerator linkage to give the engine a bit of a rev.

After Tom turned the engine off, we explained that we were looking for an oval-window Beetle.

Whilst he did own several ovals, he said they weren't for sale and he couldn't help us out.

I looked at the Ghia's engine again as we stood there. I asked Tom - is that a for-real Okrasa engine in that Ghia?

He explained that it was, but it had 356 carburetors fitted and that they were too big for the motor.

I didn't know why, but I suddenly asked him if he had the rest of the 356?

The next thing I knew, he rolls up the shed door and there sat a '57 model, right-hand-drive, Porsche 356.

Covered in about an inch of dust, the car had been sitting there since 1972.

Tom had found it in New Zealand and had brought it



with him when he moved to Australia.

Over the years I would visit Tom and we'd chat about cars. Even though he could have sold the 356 to about a hundred other people, when he came to sell it he rang me first.

After agreeing on a price, I hung up the phone and wondered how I was going to find the money.

After a lot of effort and three weeks later I picked up the car. Not having any money left to rent a car trailer, I decided to use the A-frame that came with the car.

Not a great idea on a rainy day, but we made it home.

After spending about a thousand restoring the old



Porsche, I was eventually offered too much money to refuse, and sold it.

I had fun, made money and satisfied that '356 bug' that many of us have inside.

Ashley Day

Wash your own.

The Sun-Herald, Sunday 14 November 1971

Regular washing will preserve the finish of your car, particularly if you live or park in areas with industrial fallout or salt spray problems.

This is especially true of modern cars finished with acrylic enamels.

They require little polishing - but the right technique when washing.

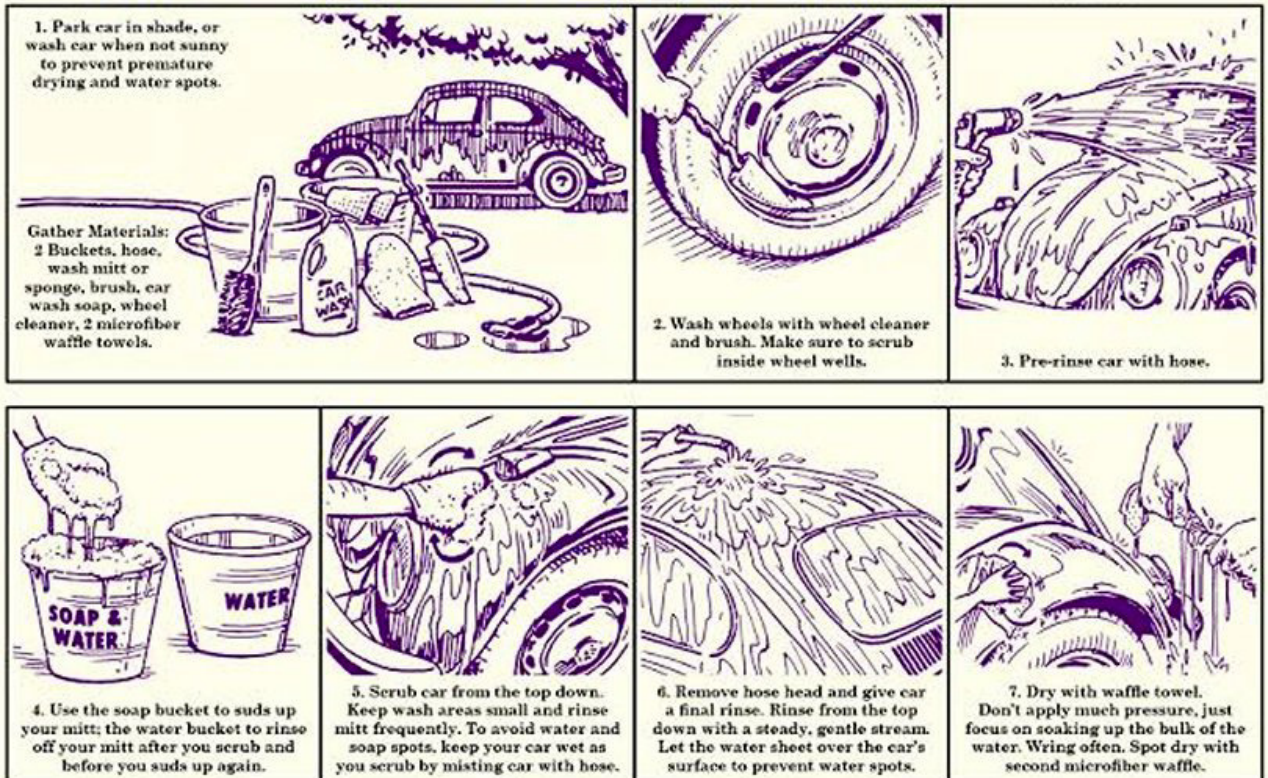
Follow this sequence:

Move the car into shaded area. Then hose it, to remove grit and dust.

Fill a bucket or some similar large - and clean - container with cold or warm water. Never use hot water.

A little automotive detergent will help to clear surface grime. Leave the dishwashing

detergent under the kitchen sink. Wash all exterior surfaces with a soft sponge or cheesecloth. Rinse frequently. Don't plunge the sponge or cloth right to the bottom of the bucket, or you will pick up pieces of dirt and grit and these could scratch the paint. If you are using detergent, clean small areas and hose frequently. When all the exterior has been hosed, wipe dry with a clean chamois leather. Rinse the chamois regularly in clean water. Wax polishes are of doubtful benefit with acrylics finishes. They certainly give a good shine, but you have to work hard to maintain a gloss equivalent to the acrylic enamel itself. Some silicone polishes are more resistant to weathering, but keep them clear of glass surfaces. For acrylics, an ordinary cleaner and wax polish is probably best - if you feel you need more gloss than that provided by the finish itself. Tar or grease spots can be removed with a little petrol. It's a good idea to polish the area immediately it is cleaned, to remove any stain from the petrol additives. Insects and tree sap stains that prove difficult to move by conventional washing will yield to a mixture of water and bicarbonate of soda. Mix a solution in the proportions of 1lb of soda to one gallon of water (100 g per litre). Remember always to hose mud and dust from beneath wheel arches. Stone chipping and the subsequent accumulation of mud and dust can lead to premature rusting. Another anti-rust measure that is worth doing at wash time is to inspect door-drain holes, and make sure they are open. If they become blocked by dust and debris, water which seeps down windows will not be able to escape and rusting may result.





sharpened Up! grille. The front aircraft-style quarter windows are an interesting touch, not seen on VW's conventional models and give the cabin an airy look. The upsweep of the window line on the rear doors is very Polo, but a bit sharper here.

The overall look is friendly and modern, but it also makes a departure from those really established Polo and Golf looks. It will turn heads, but the biggest changes are really in the interior.

VW has taken embraced of the advantage that electric architectures offer - no transmission tunnel or other drivetrain gubbins - to make the cabin as spacious as possible. Yes, there's still the intimacy of a small car here, but

things are very different from other VW models.

The big change is breaking down that centre console, moving the driver display to the top of the steering column and a placing a display, angled towards the driver on the dash. It's a lot more minimalist and modern, with a mixture of materials and textures breaking things up from VW's normal interior which is normally safe soft-touch black.

Ok, some of those practical elements remain and there is a familiarity to those indicator stalks and light controls, as well as the central cup holders and so on. But one thing that's very different is the drive controller. It's not in the centre of the car, it's not dash mounted; it's on the side of the driver display, as a spring-loaded rotating switch.

As we've not driven the car we can't really say what the experience is like, but as most electric cars just have a park-drive-reverse arrangement, we can't imagine it will cause any problems. It's certainly modern.

The steering wheel carries a number of controls for immediate driving tasks, but there's a shift to touch controls rather than large clickable buttons. Whether that's a good or bad thing is hard to judge until you're on the road and not in the pre-production software and demo modes of the Frankfurt motor show.

An explosion of tech

While that driver display is pretty small compared to the 25 cm-plus displays we've seen in recent cars, it does help reduce the bulk in the front of the car. For brands like Mini (stick with us here), the solution to having a smaller driver display is offering a head-up display HUD) to carry some of the information you might otherwise miss out on.

The VW ID.3 will introduce something new and exciting which works along the same lines - but rather than

The VW ID.3.

VW took to the stage at the recent IAA Frankfurt motor show to unveil what is the most important car from the company in recent history. VW is framing it as its third major model after the Beetle and the Golf - hence the 3 in the name.

Of course there's a bigger story here and that's surrounding VW itself as a company. Having fallen from grace over the US diesel scandal, the ID programme is as much about re-establishing trust as it is in producing a mass market on-trend car.

It wears VW's new redesigned badge - one that's surprisingly retro and simple - reinforcing the message that the world's second largest car manufacturer wants to be seen to be getting back to the most important thing in any multinational company: people. Yes, VW want to bring it back to the volk.

That's the aim of the ID.3 - to offer an electric car that's accessible to normal people. Companies like Tesla have established an electric car demand and changed the frame of reference for electric vehicles, but the majority have been very expensive.

The ID.3 slots into a more affordable wave of new cars, like the Honda e, to make electric motoring a possibility for those who can't afford a \$150,000 luxury SUV or executive saloon.

Starting from the ground up

But didn't VW already have electric cars? It did, yes, but those were adapted from existing internal combustion engine models, like the e-Up! and the e-Golf. The new ID.3 was designed from scratch as a purely electric vehicle and sits on VW's all-electric MEB platform, designed with modularity in mind that will see a huge number of electric cars appear across the VW group.

It sits somewhere between the Polo and Golf in terms of positioning at first glance, a compact hatch that will seat five, although the middle of the rear seat might be a little bit of a squeeze.

There are design elements that scream VW at you, like the sharp folds running along the sides, some familiar wheel arch shapes and a face that almost reminds us of the (now retired) new Beetle. That's perhaps reinforced by the rake of the windscreen and a shorter nose, which VW will tell you is because there's no need to pack an engine into the front.

The 'grille', such as it is, is like a stretched and





being a narrow HUD, it's going to make a bigger show in the inside of the windscreen moving into the realms of augmented reality (AR). The idea is that the projections will overlay the turning you have to take with arrows, for example, which sounds great.

We've not seen it live, apart from in VW's demo videos and we assume that for more people it will be an expensive extra. We're wondering how it will work in bright conditions and assume that if you have expensive polaroid glasses you won't be able to see it at all... but it's still pretty exciting.

But it's not only about AR. VW has a smart interior lighting system called ID.Light, able to reflect things like charging status, or to reinforce directions. There's a line of lighting under the windscreen that will naturally fall into your sight lines - and the idea is that this can flash to suggest changing lanes, acknowledge voice commands just like Alexa does and be a visual element of communication between the driver and car.

As for that central display, it offers a touch infotainment experience, letting you swipe through pages to access information. The demo roll of the show cars at IAA didn't really give a sense of what this experience might be like on the road, but the position from first impressions is great.

Big sections mean you can tap and move through the different functions and we got the sense of a modern and clean user interface, but of course, what really counts is what happens on the road. Certainly, this is a departure from button-heavy interfaces of the past, but remaining a lot more conventional than something like the Honda e with its spread of displays.

There will be a couple of USB-C ports in the interior for connecting your phone(s) and VW has also confirmed to us that Apple CarPlay and Android Auto will both be supported as standard via Wireless App Connect - although as



is often the case, we doubt there would be crossover to the driver display or the AR system.

Of course, some of these features will depend on trim. For the 1st edition there will be 1st, 1st Plus and 1st Max - and it's only when you get to the Max that you get all these features.

The important driving stats

VW is going to be offering the ID.3 in a number of different versions. It's starting with a 1st edition (with a price of less than 40,000 Euro (\$A65,000) but without a firm figure yet) and the 1st edition will sit on the middle battery capacity of 58 kWh, from which VW says you'll get 300-420 km. Why the disparity in range? Because it really depends on how you drive. Like all electric cars, stop-start driving will take advantage of regeneration on braking, while fast motorway driving will place bigger demands on the battery.



The small battery is 45 kWh with a range of 225-330 km, while the larger battery is 77 kWh offering a range of 390-540 km. The ID.3 will support 100 kW charging, meaning you'll be able to pump in 420 km in 30 mins. The 100 kW charging is pretty standard for new models - it's not the fastest, but the bigger challenge in the UK currently is finding a charger that works at that rate - most are currently 50 kW (in NSW the NRMA Fast Charger network is 50 kW).

Exactly how the ID.3 drives we don't yet know. There's a lot of talk of tight turning circles and that's thanks to the rear wheel drive system, meaning more freedom for the front wheels to turn. That should be great for urban driving, turning in the road and so on.

First Impressions

There's still a lot to learn about the ID.3 which will need some time behind the wheel, but we're taken with the design of this new electric car. It slots into the European urban landscape nicely, right into the heart of where VW sells a lot of cars - the five-door hatch.

The interior is refreshing and it feels like a nice place to be. A choice of ranges adds appeal that some rival models perhaps don't and that potentially means people can buy as much electric car as they need.

Ultimately, the ID.3 will be judged on how much range you really get for your money and how well that battery delivers that range on the road. A new VW then? It's a new direction, for sure - but there's enough in the ID.3 to remind you that this is still VW, doing what VW does best.

Chris Hall, What Car UK

Seymour then and now.

All our readers should know the story of Antarctica 1 by now! The famous Ruby-Red Australian-built 1962½ VW 1200 was chosen from the production line by Australian ANARE scientist Ray McMahon. It was shipped south and spent a year with the Australian scientists at Mawson Base in Antarctica. On its return to Australia in 1964, it was taken over by the BP organisation and entered in the BP Rally, driven by Ray Christie and Joe Dunlop. Incredibly, against 42 other competitors of different makes and models, the VW won the event outright.

The story has been told in several previous issues, and we've interviewed both Ray McMahon and the late Ray



Christie. The story is told in much greater detail on our website, at www.clubvw.org.au/antarctic-vws

Unfortunately we don't know what happened to the famous VW after that. It went on a tour of various VW dealers and BP petrol stations in Melbourne and country Victoria for a couple of years, but no one knows what happened to it after about 1966. We've had people email us to say they saw it or even owned it later, including someone who said they owned it up to 1971, but sadly without being able to supply a single photo or document to prove it.

The last time it was definitely seen was in Seymour, 100 km north of Melbourne, in 1966. Friends of Ray McMahon happened to spot it on display outside the BP North Seymour petrol station, and across the road from the then VW dealers, Progressive Motors, which was shared with a Golden Fleece petrol station. They took the photos shown here, which Ray shared with us from his collection.

The red car looked very tired, dusty and forgotten in this little Victorian town, parked by the road with a couple of placards to tell of its famous history. What a shame no one snapped it up and looked after it – it should be on display in VW's head office in Sydney at the very least.

Anyway I always wondered if I could locate that exact spot, and get photos of my own VW in the same location. Had the street changed much?





Looking below, facing south-west, the buildings opposite are still the same. The double-story section has been demolished recently (it's still there on Google Street View) but the rest of the single-story building is mostly the same, including the rear-sloping roof, and two wide street windows.

It's interesting to take a detour off the Hume Motorway and visit scenic Seymour. There are lots of other interesting things to see, apart from the last documented position of Antarctica 1!

Phil Matthews

Was the BP station still there? I knew the VW dealer would be gone, but what was there now?

Earlier in the year I took the opportunity to drive to Melbourne and stop in at Seymour on the way down. It's very easy to find the exact spot - at 49 Emily St Seymour, which is also the Goulburn Valley Hwy. It's been widened since 1966, with a median strip up the middle. Where the VW was once parked is now the kerb lane.

The BP Energol service station is gone, replaced by what is now the Neil Beer Mitsubishi dealership. But the spreading gum tree in the background is still there, 53 years later!

Looking left, you can see the old Golden Fleece station across the road, which was also the VW agency, Progressive Motors. That's a VW lollypop sign on the post! Today it's all been redeveloped and is now the Neil Beer Subaru and Nissan dealer. The staff there today are much too young to remember the 1960s.

The building next door with the red roof and two chimneys is still there, but now the roof is green. The telegraph pole is different and has been moved back, probably when they widened the road.

The first VW dealer in Seymour was Ralph Wilson Pty Ltd, from 1954 to 1958. He had given a VW in the 1954 Redex Trial (he finished 95th). Progressive Motors took over in 1958 and sold VWs until 1984, by which time they were selling mostly Subarus and maybe one or two T3 Transporters.



Will it be a Viva or a VW?

The Sun-Herald, Sunday 3 October 1965

Last year G.M.H. entered a new field when it launched the Vauxhall Viva on the Australian market.

The Viva caught on well, although sales were restricted, as it was available only through Vauxhall dealers.

But it received a boost recently when the Viva franchise was extended to all G.M.H. dealers.

During the past three months I have done a consumer test of the Viva, comparing it with the Volkswagen 1200 (de-luxe model), still one of the biggest selling small cars along with the Morris Mini.

Both test cars have been subjected to daily use and have not been given any special tuning other than recommended in the owner's manuals.

Four persons have driven each of the cars during the tests.



Petrol economy

The Viva is fitted with an in-line four-cylinder engine of 1057cc, producing 44 bhp. The Volkswagen has a flat-four air-cooled 1192cc engine producing 40 bhp. While the Viva scores on acceleration, it is not far ahead of the VW on top speed and is a fair way back on miles per gallon.

The Viva is a deluxe model selling for £899. No extras were fitted, though the lack of a heater was most

noticeable on wintry nights.

On its first service the dealer fitted an Economiser (vacuum gauge), which he supplies with many Holdens he sells.

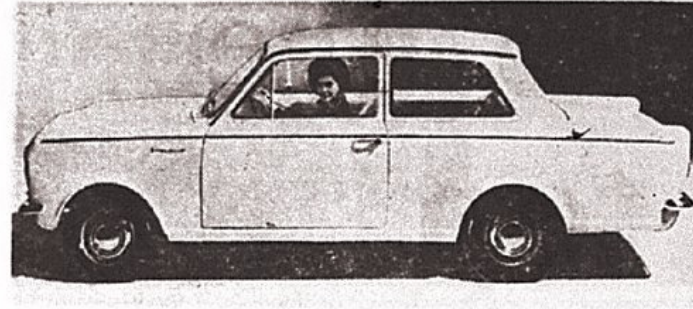
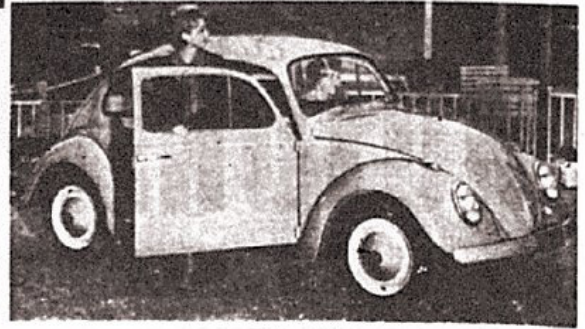
This was done so that the different drivers could keep their eye on economy while driving.

Despite this, the miles per gallon improved only from 20.3 to 21.7 (13.9 to 13.0 L/100 km).

In the Viva we were testing, the combination lights-dipper switch was replaced at the first service and the brakes adjusted, but a lot of pedal pressure was needed again soon after.



Tests show how a nippy newcomer shapes up to a tried old-timer in the small car field



↑ VW . . . more miles per gallon . . . slower on the uptake . . . costs an extra £20, but has a heater.

● THE VIVA . . . faster in top . . . scores on acceleration . . . now sold by all G.M.H. dealers in Australia.

Hard to trace was has been a leak around the windscreen which comes into the driver's side of the cabin.

Six sudden stops from 60 mph in the VW produced locking of a rear wheel, but the car pulled up straight.

On the Viva, nine crash stops produced a little fade, pulling savagely to one side after six stops.

However, the Viva is still very tight and should go faster with more miles up.

Top speed of 78

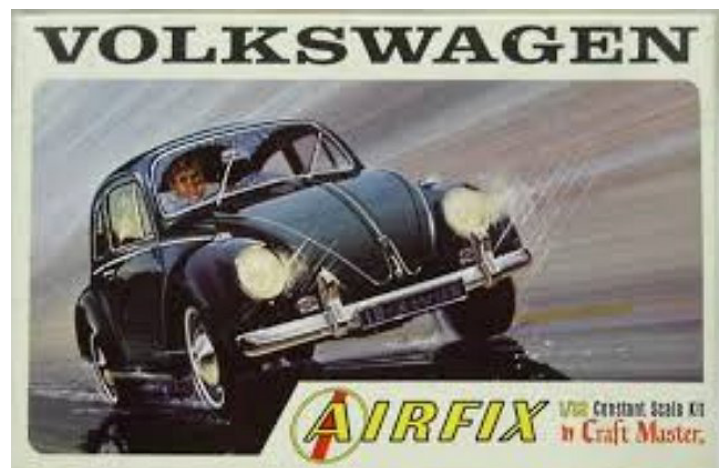
The Viva's gearbox has been taken apart twice and some clutch slip rectified. However, we have found third gear still likely to 'slip out.'

The Viva out-accelerates the VW through the full range.

However, the Viva had a top speed of 78 mph (125 km/h), compared with 76 (122 km/h) on the VW after taking into account the different rolling radius of the radial tyres (changed for an extra £20).

On miles per gallon the VW is way ahead, giving 38 (7.4 L/100 km) against 22 (12.8) in the Viva, probably due to its "get up and go" and fierce acceleration.

Clyde Hodgins



Volkswagen Australia spare parts disgrace.

Since 1990 I have driven a Volkswagen for work.

Last week in Cowra, I broke down in the main street in my 2005 Caddy.

There was no petrol getting through to the motor, and I diagnosed that the fuel pump wasn't working. Modern VWs have their fuel pumps in the tank.

After checking several auto spare parts shops in Cowra, I was told that after-market pumps don't exist and they can only be bought new from Volkswagen.

Bear in mind everybody laughed in my face because I drove a Volkswagen in Cowra. Naturally there is no Volkswagen dealer in Cowra today; the last one, W.D. O'Connell Pty Ltd. on Kendal St, had closed in 1983.

After contacting a local auto electrician, he was able to get the pump to work by bashing on the tank with his fist.

He said that if I had half a tank of petrol, I should make it back to Sydney. Just don't turn it off.

The pump died again at Lithgow, but belting the tank again got me home, saving a \$1,000 tow.

The next day however, no amount of whacking could get the car to start. The pump was completely dead.



I figured that being in Sydney, a new fuel pump wouldn't be hard to get. But after ringing just about every spare parts and wrecker in the country, I was told I could only get one shipped in from an overseas recycler - a 4- to 6-week wait from Germany.

So I decided to bite the bullet and go to Volkswagen Spare Parts at my local VW dealer and buy a new one. But no luck - I was told the same thing, a 4- to 6-week wait.

Fuming, I rang Volkswagen Australia at Chullora. I told them that my Caddy is my work vehicle and I can't wait 6 weeks, I need the pump now.

I was told the only solution was to order the part and they would lend me a car for 6 weeks.

But all my work gear is in my Caddy. I just wanted a fuel pump.

Apparently Volkswagen Australia has next to no spare parts stock in Australia, instead preferring to order when needed, from Germany, with a 6-week wait.

The fuel pump needed is very common, and is used in

Caddys, Mk5 Golfs and in Skodas. Yet Volkswagen won't carry even one spare fuel pump in the country for the people who bought their cars.

They said, "we can't foresee every problem." So Volkswagen can't foresee that a fuel pump might die?

Not only that, they make it so complicated to change. Changing a Caddy fuel pump should take a couple of hours for a novice mechanic but Volkswagen has made it a 6-week job.

If it was up to Volkswagen Australia, my Caddy would be sitting at the Bathurst Volkswagen dealer (the nearest one to Cowra) for 6 weeks, even though it is a work vehicle which I depend on for my livelihood.

It makes you think about buying something different for work, one that doesn't need to wait 6 weeks for a simple repair. I bet every Toyota dealership in Australia has Hilux and Hiace fuel pumps in stock. And Cowra has a big Toyota dealership too, which means I could have been fixed and on my way in no time.

Volkswagen doesn't seem to care about their work or passenger cars, or the people who bought their products.

It's such a shame.

Lift your game now, Volkswagen Australia.



Luckily Tooley Imports care. They were the only people in Australia that carry a pump.

Maybe just call them first instead of Volkswagen Australia.

Ashley Day

(The diesel fuel pump on my 2007 Passat TDI recently failed. Five Dock VW were able to replace it in 2 days, which was fine by me. It did cost \$850 though - Ed.)



Would you buy a used car from this man?

His Merc 770K will cost you \$10m, but he was one careful owner.

Wheels magazine, February 2010

Not everyone would see the appeal in spending several million dollars on a car that may or may not have been ridden in by someone who never had a driving licence. Even if said person was a self-proclaimed car enthusiast, and was instrumental in putting the automobile within reach of the common man.

Plenty of people would actually be discouraged to learn that their used car had originally been delivered in 1935 to an A. Hitler of Berlin. There again, it seems plenty of others wouldn't.

Hitler's name seems indelibly linked nowadays with the original Volkswagen Beetle and its dark Nazi past. It's all too easy for journalists to 'mention the war' when writing about the Beetle, reminding us yet again of how Hitler got Porsche to design the 'Kraft-durch-Freude Wagen' for the German Volk, swindled the German people out of their money with a saving stamps scheme and then used the VW and its derivatives as war machines. Yes, yes. But after he laid the factory foundation stone in May 1938, Hitler never gave the VW another thought. He never rode in one again.

In fact, Mercedes was always Hitler's favourite car. He loved their power, status and reputation. He had a fleet of official Mercedes limousines and drivers at his disposal. Hitler also funded the giant pre-war Mercedes 'silver arrow' race cars that he wanted to see dominate grand prix racing for Germany (it was only later, after some personal persuasion by Ferdinand Porsche, he agreed to also fund the much smaller Auto Union team).

Last November, Dusseldorf classic-car collector and dealer Michael Froehlich reported that he had "tracked down" a 1935 Mercedes-Benz 770K [kompressor] Grosser Limousine that had been used by Adolf Hitler. In fact, it was one of a group of six similar 770 models - four of them also former Nazi State cars - that Froehlich had located at the request of a mystery Russian billionaire buyer.

The Russian was said to be paying a sum well into eight



figures for the six cars, owned by a collector in Bielefeld, Germany. The blue-black, open-roofed 'Hitler' car, which is fully armoured, weighs about five tonnes and carries the registration 1A148 461, might itself be worth \$10 million.

Nasty Nazis or not, the Mercedes-Benz 770 was one of the world's most significant cars during a 13-year production run that began with its launch at the 1930 Paris motor show.

The production comprised Series 1 (W07) and the 1938 Series 2 (W150), which brought a new chassis and coil-spring suspension. Only 117 Series 1 and 88 Series 2 cars were built.

The Grosser was suitably imposing, on a 3.75-metre wheelbase and weighing close to three tonnes; 7.7-litre straight-eight engine driving through a four-speed Maybach gearbox.

In standard guise, the ohv engine developed around 110 kW. All but 13 examples, however, were fitted with the optional clutch-actuated Roots supercharger that lifted power to 150 kW in the Series 1 and 171 kW in the re-tuned Series 2 (which also gained a five-speed 'box'). Thankfully, the enormous hydraulic drum brakes were vacuum-boosted.



What truly distinguished the 770 Grosser was its customers. Along with the top-ranking Nazi officials, these included exiled German emperor Kaiser Wilhelm II (who had a grey cabriolet), Italian dictator Benito Mussolini, Japanese emperor Hirohito (red limousine) and Finnish President Baron Gustav von Mannerheim, who took delivery of a black cabriolet in 1941.

Mannerheim's four-tonne example was armoured with 3 mm-thick body panels, a 6 mm floor and 40 mm bulletproof windows. Its fuel consumption of 27 litres per 100 km necessitated a 197-litre tank. This car's 1948 shipment to the US and starring role in the 1951 film 'The Desert Fox: The Story of Rommel' often had it mistakenly branded as 'Hitler's Mercedes.'

For six years, it sat alongside the blue-black sister car 1A 148 461 in the collection of Arizona developer (and Barrett-Jackson auction co-founder) Tom Barrett. When auctioned in 1972 the Mannerheim car fetched a then-record US\$176,000,



and the 'Hitler' car US\$93,000.

The latter hardly needed to be tracked down; for several years it was owned by colourful Las Vegas businessman Ralph Engelstad. In a room at his Imperial Palace casino, Engelstad displayed the 770K among a collection of Nazi staff cars and memorabilia, and his-'n'-his paintings of himself and Hitler in full Nazi uniforms. The car was eventually sold after Engelstad's death in 2002.

Car dealer Froehlich, 50, is one who doesn't get Engelstad's humour. "I was of two minds about tracking down the car of this shit Hitler," he bluntly told Germany's Der Spiegel magazine. "The vehicle disgusts me."

Others were more sceptical than disgusted. Within days of Froehlich's 'find' being reported, Mercedes-Benz factory historian Josef Ernst keenly refuted that 1A 148 461 was anything special. The Chancellery at that time, he explained, simply bought and maintained a fleet of cars.



Another of Hitler's 770 Grosser fleet cars for example can be seen in the Canadian War Museum in Ottawa, originally thought to be Herman Goering's car but later research proving it belonged to Hitler's fleet. The German Auto und Technik Museum in Sinsheim also has an ex-Hitler 770 Grosser on display, a documented 'parade' convertible with mine-proof floor armour and thick glass and bodywork.

"Who drove in what and when, is practically impossible to determine," Josef Ernst said.

"There is no such thing as Hitler's own car."

Michael Stahl

Dumpster Diving.

When restoring old Volkswagens and Porsches, it's wise to work within a budget.

Every car I've ever had, has always had a budget, or a limit to the amount of money that can be spent on it.

Sure, most of the time, you underestimate how much work the car needs or the value of parts missing or needing replacement.

If you ever want to make money on a restoration, and remember, one day you will sell the car, any money you don't have to spend is money in your pocket.

Any money spent, over budget, eats into profit margin (if there is one).

Don't forget to factor in registration and, at least, bomb insurance into your budget.

Most restorations will easily go one or two thousand



dollars over budget (remember that). That's money you're never getting back.

Sometimes, you might be building your dream car and might simply not be able to afford parts that can be expensive these days.

This is where swap meets, rubbish tips, council chuck-outs, Ebay, Gumtree and club members' garages become a good option.

For me, dumpster diving is always an option (I'm not too proud.)

Over the years, I've pulled thousands and thousands of dollars of parts out of rubbish bins.

Porsche smash repairers and Porsche and Volkswagen mechanics are always throwing out parts that could easily be used again.

To them, they see the stuff every day, so it's no big deal to throw things straight into the skip.

Also it becomes a matter of space.

Any business will let you jump in their bin, if you ask them.

Don't worry, they won't laugh.

Normally, a few years later, they realise they probably shouldn't have thrown all that stuff away.

Ashley Day





The former course (retarded timing with pump fuel) is simpler for the owner, but it does take the edge off the performance of the 'S', and reduces its moderate-speed acceleration quite substantially. However, maximum speed and fast hill-climbing ability with the retarded 'S' are well above those for the standard car.

The second alternative, of using an improved fuel of an octane rating for which the 'S' was designed, is of course the most rational course to follow, as one obtains the higher performance of which the car is capable, and for which the owner has paid.

VW 1500S gives higher performance.

The Sydney Morning Herald, Monday 29 June 1964

Road Tested by Sturt Griffith B.E.

The 'S' model of the VW 1500 is produced for those owners who desire a greater power, and higher maximum speeds, than those available from the standard VW 1500.

The increased punch of the 'S' model is obtained by an increase of compression from the rather low figure of 7.2, up to a more modern 8.5 to 1, and by the use of two Solex carburettors in place of the one used on the standard car.

High compression in air-cooled engines generally introduces detonation problems, as their octane requirements are high. So it is with the present car, which detonates on our present super fuel with the normal ignition timing for maximum power.

To circumvent this situation, either of two courses can be followed. The normal ignition timing can be retarded somewhat to eliminate detonation on pump super-fuel, or an improved fuel (obtained by the addition of methyl-benzene to pump fuel) can be used with normal ignition timing.

One means of satisfactorily increasing the octane rating of pump fuel for this car is by the addition of one gallon of methyl-benzene (stocked by many service stations in town and country) to every three gallons of super-grade petrol. On this mixture the 'S' attains full power and performance.

Test Route

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

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

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

Observations



To keep matters on the simpler basis, the car which was submitted for my formal test had its ignition timing retarded sufficiently to operate on normal super fuel. There was no sign of detonation under any circumstances on the test, even in full throttle from low speeds in top gear, on which the engine smoothed out at 23 mph (37 km/h) and became quite effective over 40 mph (64 km/h).

Whilst its acceleration figures were down, the 'S' model was noticeably superior to the standard car in fast hill-climbing in third gear, and was some 6.6 mph (10.6 km/h) higher in maximum speed.

In country touring speeds also, the 'S' was the better of the two, and its general liveliness around 65-70 mph (105-113 km/h) was pleasing. All models of VW are, of course, very high-g geared in top, in the interests of quiet and economical cruising, and low engine stresses when driving hard over long distances.

So much so, in fact, that the engine speed of 4,800 rpm at which the 'S' model develops its maximum power, represents 100 mph (161 km/h) in top, a speed which the car is not likely to reach under normal circumstances.

Similarly, the maximum torque (tugging power) is developed at 58 mph (93 km/h) in top. This is, of course, a car designed for sustained high-speed operation on the autobahnen of its own country, or fast country touring elsewhere. It is certainly at its best in this role, or in rally

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work.

I was indeed pleased with the fuel mileage figure of 35.7 miles per gallon (7.9 L/100 km), which is just 1 mpg down (0.2 L/100 km worse) on the standard 1500 when driven over my test route at the same average speed of 43 mph (69 km/h).

The 1500S is currently a fully-imported unit, and the standard of its interior finish and equipment is very good. It is a strong car, which rides comfortably over any surface, and which permits the driver to relax on long country runs.

Performance

One normally uses third gear for any serious climbs, and the regular ascents were made in this gear as follows:

LETT RIVER HILL (2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): A lively climb, assisted by good cornering, at 40-38-50 mph (64-61-81 km/h).

FITZGERALD MOUNT (one mile (1.6 km) long, average gradient 1 in 11, maximum 1 in 10): A steady ascent at 50-45-44 mph (80-72-71 km/h).

The energy ratios, based on the test loaded weight of 20½cwt (1045 kg) were: torque, 81.2lb-ft per ton; power, 64.3 bhp per ton. Top gear gives a road speed of 20.8 mph (33.5 km/h) at 1,000 rpm.

For prompt overtaking, third gear is desirable below 35 mph (56 km/h), but over this speed top gear will generally suffice.

The acceleration times were:

THIRD GEAR: 20 to 40 mph in 8.1 secs; 30 to 50 mph in 9.5 secs; 40 to 60 mph in 12.7 secs.

TOP GEAR: 20 to 40 mph in 8.3 secs; 30 to 50 mph in 9.5 secs; 40 to 60 mph in 20.3 secs.

Using first, second and third gears, 0 to 50 mph (80 km/h), took 15.4 secs.

At touring speeds, there is very little mechanical or road noise evident, and not much buffeting if the front windows are fully dropped. For quiet ventilation, the rear quarter-lights only may be opened.

Handling

The 1500S corners willingly with neutral characteristics at most speeds, but with a trace of oversteer at really high speeds.

Road adhesion is good on dry bitumen, and in the wet one must take reasonable care as the rear wheels tend to slide, but are readily checked.

There is not much in the way of roll or tyre squeal and the car is very pleasant to drive in winding country on dry roads.

The steering mechanism is particularly well damped and virtually free from reaction over rough surfaces. It has a quick action, with only 2.8 turns from lock to lock for a fairly large turning circle of 36½ feet (11.1 metres).

The brakes of the 'S' model are enlarged, with brake lining area of 145 square inches (935cm²) per unladen ton. The brakes give an excellent performance with very modest pedal pressures required for emergency stops. There was no evidence of fade on touring use, but under very wet conditions the brakes were occasionally affected by water entry.

The handbrake is conveniently on the centre tunnel under the left hand, and promptly stopped the car down the Victoria Pass (1 in 8).


The all-independent torsion bar suspension gives an excellent ride on rough country roads and is virtually free from tremble over poor bitumen surfaces.

Body Design


The driver's individual seat is comfortable and has an adjustable squab and a leg length variation of four inches (10.2 cm).

Vision is excellent, and the rear mirror is wide and steady. The screen pillars are a trifle bulky and occasionally obstruct vision into corners. The wipers are of variable speed and associated with the screen washers operated by air pressure.

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The gearbox is excellent, with good synchromesh on all ratios. The gearshift is a central lever which is spring-loaded and has a short movement.

The instruments are housed in three binnacles before the driver, and comprise a speedometer, a fuel gauge and a clock. The warning lights are fitted with large glass windows.

On the right side of the facia is a rather confusing cluster of push-button switches that activate the wipers, washers and parking beams/headlamps. There is a rheostat to vary the wiper speed. An arm from the column operates the turn lights, dipswitch and headlamp flashers.

A good feature is the entire absence of mud on the screen or rear window when motoring fast in wet weather.

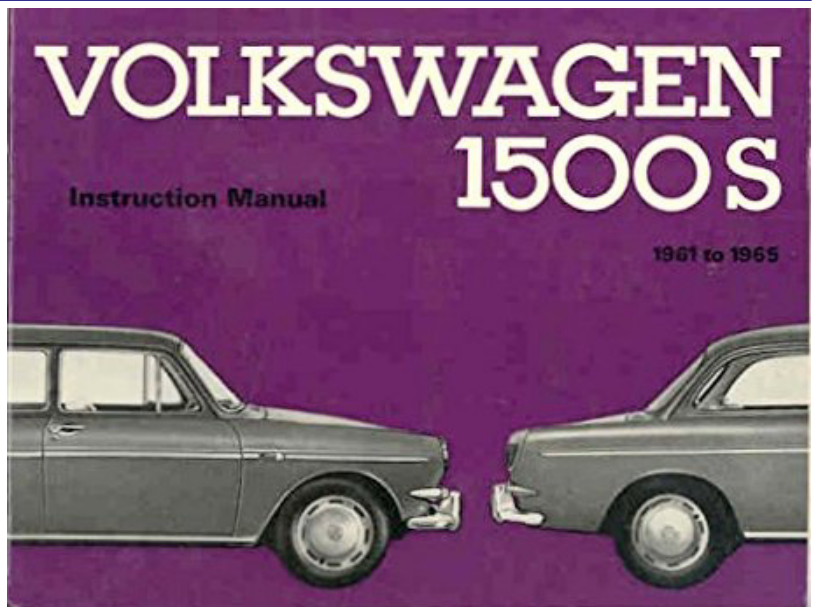
Interior

The two large doors open wide to give easy access to the front compartment, the squabs of which fold forward to permit access to the rear. The squabs are automatically locked against forward movement under impact when the doors are closed. There is ample space in the front compartment and the rear seat has reasonable leg space and head room.

The quality of the interior trim and fittings is good, and gives a feeling of practical neatness. The seats are synthetic covered, and whilst the front pair are soft, the rear seat is a trifle firm.

The facia treatment in black leather-cloth is attractive, and the passenger's grip bar thereon is useful. Assist straps are provided on the pillars for the rear passengers.

The glovebox is augmented by flat door pockets, and



the luggage is carried in two compartments, that under the front bonnet measures 3½ by 2½ feet with a depth of 18 inches (107 x 76 x 46 cm), whilst the rear compartment is 3½ by 3 feet with a depth of 9½ inches (107 x 91 x 24 cm).

There is a moderate stream of fresh air available to the front floor, and head ventilation is effected by vent panels in the front windows and quarterlights constituting the rear windows. The heater supplies both front and rear floors and has an output which varies constantly with engine revs and the power being used.

Anchorage are provided for safety belts for both front and rear seats, and the driver can reach all controls with a safety sash in use.

Technical

At an average speed of 43 mph (69.2 km/h), the 1500S gave 35.7 miles per gallon (7.9 L/100 km). Based on the loaded weight, this is equivalent to 36.6 ton-miles per gallon, and it gives a fuel speed factor (ton-mpg x average speed) of 1,580. At this rate of consumption, the fuel tank gives a range of 314 miles (505 km).

The air-cooled engine is of flat-four arrangement and its bore and stroke are 83 x 69 mm. The air to the Solex carburettors passes through an oil bath air cleaner with pre-heating tube, but no external oil filter is fitted. The rear engine drives forwardly to a gearbox and a differential, from which half-axes drive the rear wheels.

The whole car is mounted on a wide platform chassis with the front suspension by trailing arms and transverse torsion bars, and the rear suspension of similar type. All wheels are controlled by telescopic dampers.

The overall gear ratios are: Top, 3.7; third, 5.4; and second gear, 8.5 to 1. The only chassis lubrication is to two points on the front torsion arms.

Summary

The VW 1500S is a particularly pleasant long-distance tourer, and the driver will find it light and relaxing to handle on the longest run.

The car was submitted for test by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

About This Car:

PRICE: Imported saloon (not yet made in Australia), £1,299 (incl. sales-tax).

BODY: Two-door, five-seater, reasonable luggage space in front and rear luggage compartments. Individual front seats each 21in (53 cm) wide, 37in (94 cm) headroom. Bench rear seat 53in (135 cm) wide, 34in (86 cm) headroom. Effective front and rear seat heater.

DIMENSIONS: Wheelbase 7ft 10½in (2400 mm); overall length, 13ft 10½in (4230 mm); tracks, 51½in and 53 inches (1308 and 1346 mm); Height 4ft 10in (1473 mm); Clearance, 6in (152 mm); fuel tankage, 8.8 gals (40 litres); tyres 6.0 x 15in.

WEIGHTS: Unladen kerb weight, tank full, 17½cwt (890 kg); laden weight as tested, 20½cwt (1,045 kg).

MECHANICAL: Flat four-cylinder air-cooled engine (in rear) of 1493cc capacity, developing 66 horsepower gross (RAC 17.1 hp) and 83.2 lb-ft torque (113 Nm). Four speed floor-change transmission. Separate platform chassis with backbone, on all-independent torsion bar suspension.

MAXIMUM SPEEDS: Top, 85.6 mph (138 km/h); third gear, 71 mph (114 km/h); second gear, 49 mph (79 km/h).

FUEL CONSUMPTION: 35.7 miles per gallon (7.9 L/100 km) at 43.2 mph (69 km/h) over the test route.

The best VWs and Porsches.

What is the best and most reliable Volkswagen or Porsche you can buy and own?

The good thing about playing with Volkswagens and Porsches is that you can take it to whatever level you choose. You could have one or two really nice cars. Or you could have 500 cars in your backyard (like Nick in Canberra). Or you could dismantle over 12,000 cars (like Graham Lees). Or anything in between.

I always sort of envy people that have just one or two nice cars in their garage.

It's easy to get carried away, and before you know it you have too many projects.

So if you were going to pick up just one of each, which would you pick?

There are so many good and interesting models to choose from.

After a lot of thought, these are my ultimate useable and reliable Volkswagens and Porsches.

To me, the best Volkswagen ever made is the 1968 (German-built) Beetle, which was fully imported here for a few months after the fully Australian 1967 model ended in March 1968 and local assembly of the '68 model was started in June 1968.

The 1976 Beetle (the last model sold here) was better in many ways, with a 1600cc engine and double-joint rear end. But it was assembled in Australia - by Nissan in fact, as they

had bought the Melbourne VW factory the year before - and they never had the same build quality as the German cars.

Most 1968 Beetles were assembled in Australia, so finding a German-built car could be a little tough (the semi-automatic 1968 model was always fully imported though).

Nonetheless, I think it's easily the best all-round Beetle ever made. So simple, so easy to work on, and so reliable and affordable.



You could argue that the Superbug had a more modern suspension, better handling and safety, but again it was assembled in Australia so likewise it didn't have the same build quality as the German 1968 model.

Some people say that if you had bought one in 1968, you could have got away with buying only one car your whole life. You could easily get 60 or 70 years out of a German bug. Remember they are 51 years old already! Imagine if they still made cars like that.

Now, what about the best Porsche?

This is easy. It's the 1984-89 3.2 911 Carrera.

So much power. This beautiful little car will easily push you back into the seat and go all the way out to over 240 kilometres per hour.



They are very reliable and every time you drive one it will be the best day of your life (trust me).

They can be a bit expensive these days, but cabriolets are a lot cheaper and they are my personal pick.

So if you are looking at buying a collectable Volkswagen or Porsche, why not buy the best.

Ashley Day



Andrew Cowan's VW Golf GTI.

The Scottish rally driver Andrew Cowan had a lot of success in Australia. After being a works driver for the Roots Group in the UK in the '60s, he came to Australia and won the Southern Cross Rally in 1969, driving an Austin 1800! His navigator was Dave Johnson, who had been Barry Ferguson's navigator in 1967 when they won the Southern Cross in the works VW Beetle 1600TS.

By the way, Barry Ferguson and Dave Johnson reunited in 1970 and won the Southern Cross Rally for a second time. But not in a Volkswagen – this time they drove a Holden Torana GTR-XU1.

Andrew Cowan won both the original London-to-Sydney marathons, in 1968 in a Hillman Hunter, and again in 1977 in a Mercedes Benz 280E.

He signed with Mitsubishi in 1972 and came back for the Southern Cross Rally that year. He won, driving a Mitsubishi Galant. He returned in 1973 in a Mitsubishi Lancer GSR, and won again. He also won in 1974, 1975 and 1976, making five wins in a row.

Mitsubishi didn't compete in 1977, so no Andrew Cowan that year. However he came back in 1978 – not driving a Mitsubishi, but a Volkswagen Golf GTI! It had been especially prepared for him by VW Motorsport in Hannover. His co-driver was Wayne Gregson from the ACT.



Unfortunately for Andrew and the VW fans, the Golf didn't win. It didn't even finish. It retired with gearbox problems and a broken driveshaft. The winner was George Fury in a Datsun Stanza, and Colin Bond was second in a Ford Escort RS2000.



The Golf returned in 1979, but not with Andrew Cowan. It was driven by Brian Clark and navigated by Bruno Ryan. It failed to finish. George Fury and his Datsun Stanza won again.

The last Southern Cross Rally was in 1980. This time the Golf GTI was driven by Bob Watson, and again it failed to finish. The rally was won by Ross Dunkerton in another Datsun Stanza. Wonder where the GTI is now?

Sadly a lack of sponsorship money, changing rules and regulations and diminishing 'big name' overseas drivers meant that 1980 was the last Southern Cross Rally. Rally Australia (in WA) wasn't created until 1988 and it ended in 2006. The current WRC Rally Australia in Coffs Harbour began in 2009 and was won by the VW Polo WRC in 2013-14-15-16.

Jeff Swords

Old newspaper clippings.

It's amazing what you find when you go through really old newspapers. Here are some old VW clippings from back in the day.

A newspaper clipping from the 1960s. On the left, the "VW" logo is prominently displayed. To the right is a black and white portrait of a man in a suit and tie, identified as Mr. A. V. Gray, managing director. The text of the clipping provides details about Volkswagen Australasia Limited, including its title, products, plant location, and a recent expansion program.

VW

Title: Volkswagen Australasia Limited, Clayton, Victoria.

Products: Volkswagen cars and commercial vehicles.

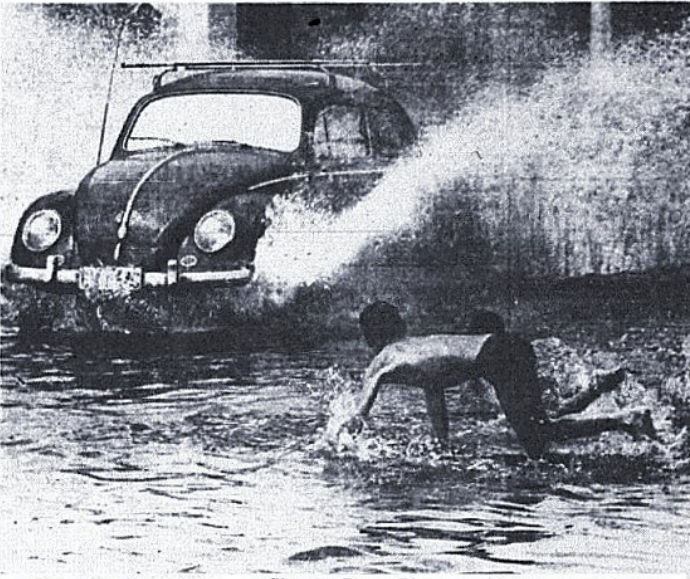
Plant Location: Clayton, Victoria, manufacturing plant. Branches at Melbourne, Victoria, Welshpool, W.A.

Recently the company announced an expansion program to increase investment by more than £20m over the next five years. Share of total new vehicle market in 1964: 7.7 per cent.

MR. A. V. GRAY,
managing director.

The Sydney Morning Herald, Wed., Jan. 1, 1964

HIGH TIDE IN SUBURBS



Four boys frolicking yesterday in Illawarra Road, Undercliffe, after the Christmas tide spilled the Cook's River into the streets. Yesterday's tide, 6ft 10in at Fort Denison, was the highest recorded since June. Despite the tide, cars were able to negotiate the road.

BIGGER VOLKSWAGEN



Volkswagen released these pictures in London yesterday of a new model—the 1.5-litre—in sedan (top) and station wagon form. Both models are two-door and are a radical change in design from the smaller, 1192 c.c. Volkswagen. The general manager of Volkswagen Australia Pty. Ltd., Mr A. V. Gray, said in Melbourne last night that there were no plans yet to make or sell the new model in Australia. He said it was the first completely new Volkswagen since the "beetle" model was built in 1938.

6in. ADDED TO LENGTH OF NEW VOLKS.

The latest details to hand of the Volkswagen 1500, which was released at the Frankfurt motor show a month ago, show that it has the same wheel-base as the beetle and is only six inches longer.

CHRYSLER
NEW YORKER



The biggest surprise is that the engine is entirely different from the 1192 cc unit in the smaller car and only the sumps are interchangeable.

The gearboxes of the two cars are identical and have the same ratios.

Another change is to the front suspension.

Although this has a layout similar to that in the 1192 cc car, one-piece torsion bars are used instead of the well-known laminated ones.

Detail finish of the new 1500 Volkswagen appears to be good.

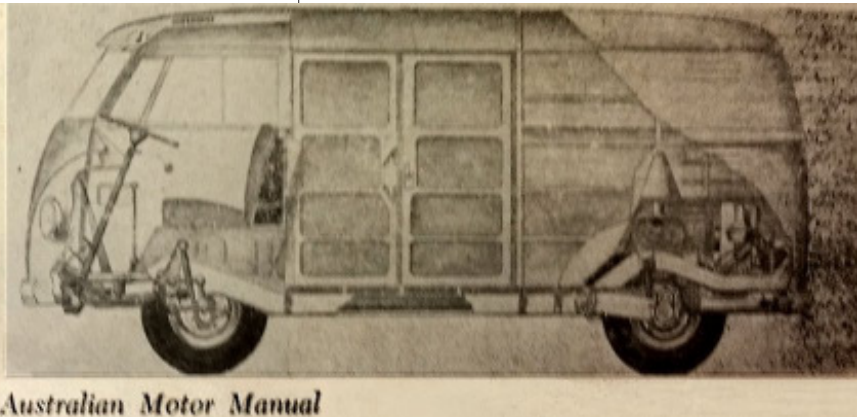
MUCH GREATER ACCELERATION

Although the interior is similar to that in the smaller Volkswagen, there are opening rear quarter windows, and the rear seat has a pull-down arm-rest.

No performance figures are available, but the 1500 is said to have a similar cruising performance to that of the smaller car, but with greatly increased acceleration.

The small initial production of 75,000 units a year means that export from West Germany is unlikely and that the new 1500 Volkswagen will not be seen on overseas markets in the foreseeable future.

Volkswagens have recently made a number of modifications to their vans. Suspension has been altered and the top of the engine compartment has been lowered in the latest versions. Steering linkage has also been changed, and a two-spoke steering wheel fitted. The braking system has been modified and improved.



July 16, 1956 — Australian Motor Manual

MIRROR MOTORS



● Front end of the Volkswagen panel van.

By CLYDE HODGINS

While Volkswagen cars have been scooping the pool in trials, light commercials of the same make have dominated their field in Australia.

Last year there were 2895 of these vehicles sold in Australia, made up of nine-seater buses, utilities, station waggons and panel vans.

After a run in a VW delivery van I am still intrigued at its concealed power, nippiness and ease to drive.

Yet it is powered with the same 1192 cc engine as on the VW car, with a slight change in the gear ratios to provide more performance at a slight cutting down in top speed.

The VW commercial line has proved so popular that three other makes have copied its styling.

The VW car is ideal for a beginner with its wonderful gearbox and the ease of handling due to sitting so close to the road.

Easy to drive

The VW panel van, like other commercials and trucks with forward controls (with the engine not jutting out in front) is a stage better still.

It is a worrying ex-

perience at first, but after 10 minutes of driving, one feels like the captain of an aeroplane.

It is easy to judge the position of vehicles fore and aft with the use of two side mirrors and a turning circle enables one to pull away from vehicles right up on you.

On our short test run to Kurrajong Heights, Mt. Victoria and return the VW van gave 32 miles a gallon it hung on better than the car, with third gear being sufficient to round the Kurrajong hairpin bends.

Marks lost

With its engine in the rear the VW panel van has a full bench seat in front, where three could sit easily, or four for a short journey.

However the van loses marks for its sliding windows, which make hand signals awkward, and for the gears being a little too far away from the driver.

Our VW panel van, which sells at £1196 (inc. tax), was lent by the NSW distributors, Lanock Motors.

Super Bug crawls in

Volkswagen's latest Beetle, the Super Bug, was launched throughout Australia this week.



The Volkswagen Super Bug.

It is available in two models — the manual at \$2144 and stick-shift automatic at an extra \$155.

The fully-imported Super Bug boasts more engineering changes and improvements than any other Beetle since its local introduction in 1954.

Powered by a bigger 1600cc engine developing 60 bhp, it offers a big increase in luggage space due to a revised bonnet shape.

The car is longer and wider than the previous VW 1500 Beetle.

Innovations include a new strut-type front suspension, flow-through ventilation and a double-joint rear suspension for improved handling and traction on slippery surfaces.

Its turning circle has been reduced 6ft to a mere 29.5ft between kerbs.

The front-wheel track is increased by 2.7 in.

Volkswagen says the car is more surefooted over all types of roads and also gives a more comfortable ride.


Its touring range is increased with a bigger, 9.2-gallon fuel tank.

A 33.2 mpg consumption in normal driving is claimed for the Super Bug.

Safety features include progressive crumple front and rear ends and the disc-drum braking system is revised for greater stopping power.

For buyers on a budget, the 1300 Beetle remains in production at \$1989.

78 DAILY MIRROR, FRIDAY, FEBRUARY 12, 1971 78



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VW4904

*Everything about it looks
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Except the price.

Exclusive?

Yes, thank goodness.

Every second person in the street doesn't own one.

But with the 'Twin S' performance, luxury and finish, they'll all want to.

Because now we're making them in Australia, the price is just £1179, including everything.

'Twin S'?

It means there's a special engine with twin carburetors. So you have faster acceleration from a standing start, more power for passing, more

lift for climbing.

And the feeling you're out in front is with you every mile of the way.

You get it from the racy floor-mounted shift as you flick it through the gears.

From the bucket front seats that fix 56 ways.

From the eager acceleration of the air-cooled rear engine.

From the instant response of the direct steering.

From the stability as you corner and the surge as you climb.

And through the whole car there's the feeling of luxury.

Elegant new upholstery matches refinements that make the 'Twin S' look much more expensive than it actually is.

Heater/demisters, dashboard clock, automatic choke, padded armrests and sun visors.

Look one over. Take a test drive today.

Particularly if you've always wanted a car that looks expensive but isn't.



VW1500 Sedans from £1099. VW1500 Station Wagon £1215. (State Capital City prices, tax paid.) VOLKSWAGEN AUSTRALASIA LIMITED

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Volkwerke	VIC (03) 9840 6449
VW Classic Kirrawee	(02) 9521 5333
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Warby's VW Stickers	0423 113 654
Wayne Penrose VW	(02) 4272 5644
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