

Zeitschrift



The VW Sharan people mover.

May 2020

IN THIS ISSUE:

**1968 London-Sydney VW
Wolfsburg's 1945 liberation
Hot and Cold Beetling
More Ash articles**

**Passat sailing ship
VW Sharan
VW Australasia Ltd
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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Social Media:	Dorothy Bryan	clubveedubact@gmail.com

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

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.

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PO Box 324
Mortdale NSW 2223

Facebook:

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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 (2006-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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See the back page for all 2019 VW Nationals sponsors.

33RD GREAT YEAR

*** CANCELLED ***



Saturday 23rd May

Carters' Krauty Caper navigation run
Start: Greyhound Club, Yagoona, 9:00am
Finish: The Vineyard Hotel, for lunch

Sunday 24th May

Show Day, Fairfield Showgrounds

VISIT WWW.CLUBVW.ORG.AU OR
CALL DAVID BIRCHALL (02) 9534 4825

CORONAVIRUS COVID-19

Social Distancing

AVOID

- Group gatherings
- Visits to bars/restaurants
- Sleep overs
- Playdates
- Visiting the elderly with children
- Crowded retail stores
- Gyms
- Visitors to the home
- Non essential workers in the home

USE CAUTION

- Visits to supermarkets
- Visit to pharmacy
- Visit to GP
- Traveling
- Check on friends and family safely
- Public transport

SAFE TO DO

- Go for a walk
- Jogging
- Working in the home
- DIY in and around the home
- Reading
- Going for a drive
- Video calls
- Phone calls

Just some of those who are vulnerable that these measures could help:

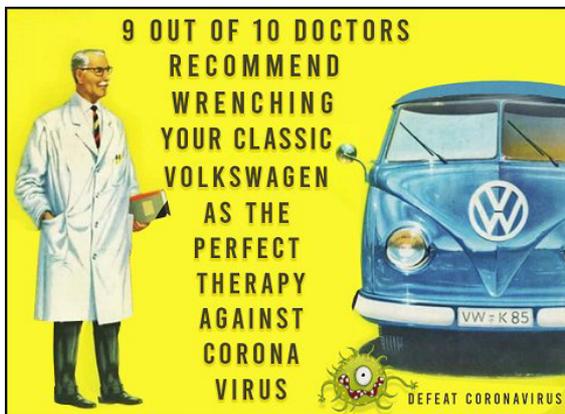
Patients who are elderly, history of lung illness, cancer patients, immune suppressed patients, immune compromised and those with varying underlying conditions.

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Von dem Herrn Präsident.

Hi all, well not much to report as not much is happening. I hope you're all keeping well.

I took about 3 weeks leave and got lots done on my Jap daily driver and I managed to get my VWRX 73 Beetle back on the road, it's good to drive it again. I also have 1956 Beetle all painted and ready to be put back together so lots to keep me occupied.



Hopefully when restrictions lift we can get back to meeting up at the Arena Greyhound Club, once it reopens. But what about events? I'm sad to report that the iconic biennial event, the Volkswagen Spectacular (centred around Macksville) has had to be postponed until 2021. So too of course have the VW Nationals, which would have been on about now.

There's a date set for the annual Kombi run to Mt Wilson, Sunday 30th August, which hopefully can go ahead if restrictions are lifted by then.

Do you have any ideas for events or runs we could do when things get back to normal? Our club has been around 35 years now so it might be good to have a run out to St Albans to celebrate (that's where our first run went to in 1985). Or we could still do the Krauty Kaper navigation run to Vineyard I was organising for the Nationals? Ten-pin bowling, slot-car racing or even putt-putt-golf with our friends at Flat Four are also possibilities. Or a night at the drive-in?

No matter what, it will be good to get out and enjoy our fabulous cars again. We can think up ideas and make some plans but we can't set any dates yet, until we are allowed. In the meantime, why not drop the Club a message on our emails (see the committee page), on our website at www.clubvw.org.au/contact_us or even on the Club Veedub Facebook page that Lee looks after.

In the meantime our magazine continues as usual, with plenty of great VW articles to keep you informed and entertained through the lockdown. Thank you to everyone who has been submitting VW stuff for the magazine, especially Ash, Jeff and Carl. The lockdown has meant people spending a lot more time on the internet than usual!

Phil reports he now has over 520 articles ready in his files, typed up and ready to be published in future issues, with at least another couple of hundred part-finished. We certainly aren't short of material, and the hardest job each month is choosing what to leave out! Even so, he says he is looking forward to the State and local libraries reopening ASAP.

So look after yourself and your families; maybe give your VW a thorough clean, vacuum and polish. I can highly recommend clay bar-ing your car's paint to remove contaminants and make it silky smooth.

See you soon I hope.

Steve Carter



Kanberra Kapitel report.

Winter is fast closing in on us in Canberra. Which is great for turbos and air cooled but not so good for the cars with no heaters! I hope we're able to get out to enjoy our cars before the big freeze sets in. All we can do in the meantime is look longingly out the front window and wonder when we can go for a real drive.

There haven't been any events for us the last month as we've all be focused on isolation.

I'm hoping that everyone has had a chance to spend some time in the garage working on a project and will be able to make a big reveal in a few weeks.

I've been working from home which hasn't really given me a chance to give Monster the TLC she deserves. I need to go on a rescue mission to find my reversing camera. It's somehow been sucked back up into the boot lining. It's all a big mystery.

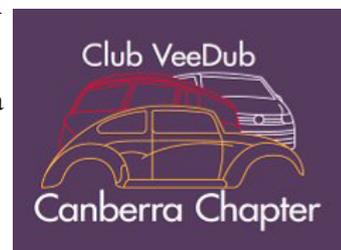
Once we find out what's happening with the restrictions, we'll organise an event of some kind.

Stay safe and please each out to your VW family if you need anything.

Hope all our mums had a very happy Mother's Day!

Cheers

Dot



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/events for the latest information and any changes.

Due to the ongoing COVID-19 pandemic and government regulations, all meetings and events for 2020 are cancelled until further notice.

May.

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

Thursday 14th:- Committee Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Saturday 23rd: Carter's Krauty Caper 2020 - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Sunday 24th:- VW Nationals 2020 - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Monday 25th:- Canberra General Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

June.

Thursday 4th:- Magazine Cut-off Date for articles, letters and For-Sales

Thursday 11th:- Committee Meeting - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Thursday 18th:- CLUB VW MONTHLY MEETING - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Monday 29th:- Canberra General Meeting - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

July.

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

Thursday 9th:- Committee Meeting - to be advised

Thursday 16th:- CLUB VW MONTHLY MEETING - to be advised

Monday 27th:- Canberra General Meeting - to be advised

August.

Saturday 1st-Sunday 2nd:- Volkswagen Spectacular 2020 at Macksville - POSTPONED UNTIL 2021 - TBA

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

Thursday 13th:- Committee Meeting - to be advised

Thursday 20th:- CLUB VW MONTHLY MEETING - to be advised

Sunday 30th:- Split-Window Kombi Winter Cruise to Mt Wilson - to be advised

Monday 31th:- Canberra General Meeting - to be advised

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:- VW glove box pull handle. I have a limited number of these handles. Suits all early VW Beetles and Ghias up to 1967. These are hand made in Australia. High quality stainless steel. Easy install. \$35 including postage in Australia. Email Carlmol@iinet.net.au or text me on 0417 471137



For Sale:- Hi, Cleaning out my girlfriend's mother's house we came across these **lap sash seatbelts**. I have no idea what year they're from or what car but I am a car guy and feel that they should be used in some sort of restoration (btw her father worked as a wharfie and 'acquired' a lot of stuff but only one pair of these) just wanted to know if any of your

members would be interested for a fair price mounting bolts are there as well. Contact Mr John Shaw at jsdcnshaws@live.com.au

Wanted:- G'day. I would like to purchase an old VW **Karmann Ghia** body, (Engine optional), for a project. I have also heard that there are replica kits available which will probably make you blokes shiver, but one of them may also suit my project. Could you let me know how I may find a body/shell/kit and how much it is likely to cost. Thank you for your time. Please contact Mr Justin Ridge (Aussie Disposals) on 0435 102021 or email destinyfive@outlook.com

Wanted: Trying to find a back seat for a 1967 Beetle as it has nothing in the back whatsoever except the battery. I have been searching and cannot seem to come up with anything so hoping one of your members may be able to point me in the right direction for where might be able to get one and anything else need back there. Its a two door that has been converted to a convertible well rag top really I guess. Any help greatly appreciated, thank you in advance. Contact Vincent Whitbread on 0458 638583 or email vincent@bnlh.com.au

For Sale:- The 1965 Volkswagen 'Orange Smoothie' is up for sale. New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David Birchall on 0415 957 030 or email dbirchall54@gmail.com



For Sale:- 1975 Kombi. Recently registered, March 20 but is on Club rego (not transferable, needs to be changed when sold). New windscreen. New rubbers on 5 of the 6 windows. Motor rebuilt 25,000 km ago. Curtains plus extra material. Sunrayer mags. Pop top with new liner. ¾ folding seat as a bed. Asking \$22000 for it but open to negotiation. Contact Neil Rumph on 0438 030598 or email nrumph@metalcorpsteel.com.au

2nd Month ads.

Wanted:- Hi I am looking to purchase a **Karmann Ghia** vehicle in good working order. If you can help, please contact Steve on 0425 291112 anytime or email steve.mol46@gmail.com

For Sale:- Gearbox from 1959 Beetle. Originally mated to 1200 motor. Bellhousing modified to fit 1600 motor. Noisy bearings. Complete with swing axles. Asking Price \$350. Contact Simon Brown on 0414 293 493 or email simonb@otterson.com.au





For Sale:- We are selling Dad's very last Golf. Immaculate **2012 Golf GTI**, Tornado Red, black interior. Manual transmission, driven 116,950 km. Always garaged, always serviced at VW, always fuelled with 98-octane. First to see will buy! Rego until April 2020. For sale \$16,200. Contact Yara on 0434 079636 or email lhara.mannise@gmail.com

Wanted:- Hi looking to buy a **Karmann Ghia** 60 to 68 Thanks Mrs Matina Strathie 0402 16101 or email matinastrathie@gmail.com

For Sale:- 1962-67 VW Beetle tail lights, immaculate condition all complete with bases and seals. \$200. Contact: Arthur on 0405 316912 or email julieandarthur@bigpond.com



For Sale:- 2001 VW Beetle, yellow in colour. I purchased my baby brand new from Southern Classic Cars on 22/5/2001. It has been a great car & has travelled approximately 360,000 km and the motor continues to run extremely well. Due to an eye condition I have been unable to drive it and in late 2018 I gave it to my granddaughter as a gift on her attaining her drivers licence. Unfortunately she had a bit of a bingle in February 2020 and the panel beater in Bowral/Moss Vale advised that the chassis was slightly bent, all we can do is believe him. The car is still drivable and registered until 22/5/2020, in fact my granddaughter drove it home, being Exeter in the Southern Highlands and this is where the car has been living for a while now. The damage is essentially the front of the vehicle, per photo, but the rest of the vehicle is fine.



In summary "Herbies" (his nickname) details are; 2.0 litre motor; 85kW fuel-injected; ABS & EBD (Electronic Brake pressure Distribution); dual front & side airbags; 6 speaker CD stereo; air conditioning; remote central locking, power heated side mirrors; 5 alloy wheels; tow bar; sun roof; black leather trim; front heated seats; all internal trim doors, roof etc were redone in 2014. I would love it to go to a good home and happy to accept a reasonable offer, if interested please call me, Pandelis Hassos, on 0414796377 or email to pandelishassos@bigpond.com

Beetle material.

Just a bit of fun during lockdown!!
My wife found some "beetle" material in Spotlight.
So I am now masked in Beetle print!
Cheers,

Carl Moll



Trades and services directory.

Trades and services directory.

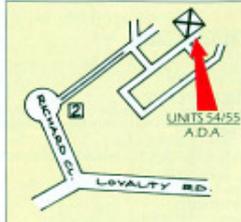
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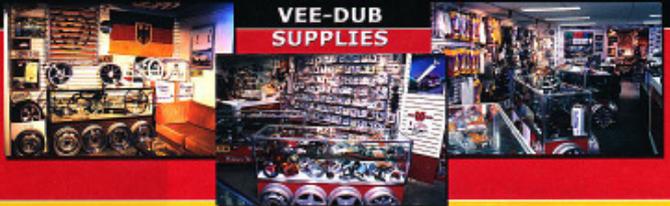
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

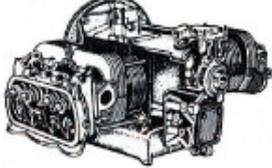
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Trades and services directory.

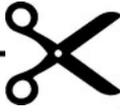


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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

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Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

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You will receive 12 issues.



after being among the few brands posting only a modest sales slide (just 5.7 per cent down). Volkswagen sales fell by 62.1 per cent and it's the first time in fifteen years that VW been beaten by another European maker.

Other luxury marques had mixed results: Audi and Mercedes sales slowed at a greater rate than the rest of the market.

The chief executive of the Federal Chamber of Automotive Industries (FCAI), Tony Weber, said although there was a dramatic decline in April, Australian new-car sales performed relatively well compared to most other major markets because showrooms were allowed to remain open as long as social distancing measures were in place.

The car industry says solving the health crisis is critical to the market's recovery.

"The quicker we can address the public health issues, the quicker the economy is allowed to respond ... and allow us to move back to the new normal sooner rather than later," said Mr Weber.

Coronavirus killing car sales.

Australian new-car sales fell in April to their lowest level in more than 30 years - and recorded the sharpest month-to-month decline since records were kept - as the nation went into lockdown amid the coronavirus crisis.

However, the decline of 48.5 per cent to 38,926 vehicles sold versus 75,550 for the same month last year - was not as dramatic as most other countries, which posted sales slides of between 89 per cent (France) and 98 per cent (Italy).

The figures show this is the lowest April new-car sales result in Australia since monthly records were kept from 1991 - and the fifth-lowest month outright over the same period.

The only time Australians bought fewer cars than they did in April 2020 were in each January from 1991 to 1994, when between 33,455 and 36,380 vehicles were reported as sold in an annual new-car market of about 550,000 vehicles - half the size it is today.

Demonstrating that consumers gravitate to brands they trust in times of crisis, Japanese car giant Toyota - market leader in Australia for the past 17 years in a row - accounted for one in four of all new vehicles sold in April, in spite of their sales slipping 31.8 per cent on last year.

Toyota's market share of 26.5 per cent is believed to be an all-time high for the brand, as it accounted for five of the Top 10 vehicles for the first time in its history in Australia.

The Toyota HiLux ute and Toyota RAV4 SUV were the top two sellers for the month, displacing the Ford Ranger ute to third place. The Toyota Corolla, Toyota Prado 4WD and Toyota LandCruiser 200 Series filled fourth, fifth and sixth places on the sales charts, ahead of the Kia Cerato small car, Holden Colorado ute, and the Isuzu D-Max ute.

The Hyundai i30 hatchback rounded out the Top 10.

In other upsets, Mazda slipped 60.5 percent but held on to second place. Kia overtook its sibling Hyundai for the second time ever to rank in third place outright for the first time - ahead of Ford which fell 53.1 per cent, and Hyundai, down 65.3 per cent.

German car maker BMW made it into the Top 10 for the first time ever, ranking seventh ahead of Holden, Nissan and a badly slipping Volkswagen -

Amarok 580S.

Volkswagen has added a limited-run Amarok 580S Special Edition to its dual-cab ute stable, with just 200 to be sold in Australia.

Power in the limited-run 580S comes from the same turbocharged V6 engine used elsewhere in the range-topping Amarok line-up, making 190 kW (200 kW on over boost) and 580 Nm. It's put to all four wheels through an eight-speed torque converter transmission.

Separating the 580S from the Ultimate V6 and Highline V6 Black between which it sits in the range are a new moulded "styling bar" on the tray, a roof-mounted LED light bar, and 20-inch black alloy wheels.

It's also finished in new 'carbon steel' paint, while the headlights are bi-xenon units as standard. Inside, the seats are trimmed in 'art velour' and heated.

Pricing is yet to be announced, but the 580S will be priced between the Amarok Highline 580 Black (\$64,990 before on-road costs) and the range-topping Ultimate (\$72,790 before on-roads).

The new limited-run Amarok touches down in Australia this month.





Golf GTI TCR.

Australian pricing for the 2020 Volkswagen Golf GTI TCR has been announced, ahead of its July arrival.

Limited to 300 units and landing as something of a swansong for the 'Mk7.5' Golf GTI line, the 2020 GTI TCR is priced from \$51,490 before on-road costs.

That starting price positions it between the regular \$46,690 180 kW/370 Nm Golf GTI and the \$55,490 213 kW/380 Nm Golf R - the latter being the Golf's all-wheel-drive flagship.

The Golf GTI TCR retains the front-wheel-drive configuration of all GTI models, but it matches the R for its 213kW output (previously achieved only by the GTI 40 Years, and only on overboost).

Power is sent to the front wheels through a six-speed wet-clutch DSG (and locking differential) instead of the seven-speed unit equipped in Europe, thanks to the absence of a petrol particulate filter on its 2.0-litre turbocharged petrol engine. (Recently applied to models in Europe.)

This, likewise, sees our market landing a GTI 40 Years-matching 350 Nm torque tune instead of the 380 Nm delivered with the overseas unit.

Again like the 40 Years special, peak torque in this unit will come in at 1750rpm - later than with the regular GTI's 1600rpm but earlier than the R's 1850rpm.

Nonetheless, the GTI TCR's status as the quickest-ever GTI is only slightly tarnished in Australian spec: whereas the European version claims a 0-100 km/h time of 5.6 seconds, local models will get there in 5.7 seconds.

That better than the 2016 GTI 40 Years' claim of 6.3 seconds, and the updated MY20 GTI's 6.2-second run. It's also, just barely, within a second of the R's official 4.8 seconds.

Away from the peculiarities of Volkswagen's ongoing balancing act between ever-tightening European emissions regulations and Australia's comparatively lax laws, the GTI TCR boasts a number of other special features.

Those include a bespoke adaptive chassis control and performance front brake system, along with a firmer and 5mm-lower ride than the regular GTI. A freer-flowing exhaust system is also featured, giving the TCR a more

satisfying note.

LED headlights with dynamic cornering lights are standard, along with dynamic light assist.

A new Pure Grey colour is offered alongside the GTI-specific Pure White and Tornado Red colours, joined by a black roof, unique honeycomb graphics down the side, and 19-inch wheels.

Inside, there's Alcantara highlights to the gearshift lever and door trim inserts, along with new black and red combination cloth/microfleece trim, and a tweaked steering wheel design with perforated leather at the hand grips and a red 12 o'clock marker. Seat belts and floor mats get red trim.

The only optional extra on offer is a \$1900 glass panoramic sunroof.

The Golf GTI TCR will arrive in Australia

from July.

**2020 Volkswagen pricing:
Golf GTI TCR - \$51,490**

T-Roc launch delayed.

The already overdue Volkswagen T-Roc medium SUV will miss its intended May launch by a few months, thanks to a shortage in parts required for child-seat fitment in our market.

Under Australian Design Rules regulations, and unlike other markets, the fitment of child seats in Australian-market vehicles requires a top tether point in addition to the lower ISOFIX anchor points.

In the case of the T-Roc, the parts required are for the rear centre position, which calls for a unique seat frame and moulded rear parcel shelf specific to the Australian market.



As a result, the 2020 T-Roc's local launch has been pushed back to August, and Volkswagen Australia says it has informed buyers who have already placed pre-orders online. The online option will also continue despite the delay.

The Golf-based T-Roc's smaller brother in the compact SUV class, the Polo-based T-Cross, remains on target for a May/June launch.

Golf 8 GTI revealed.

The latest iteration of what is regularly Australia's top-selling hot hatch, the Volkswagen Golf GTI, has been revealed.

The GTI version of Volkswagen's eighth-generation Golf is billed as "an agile, raw, efficient and high-tech compact sports car for the digital age", which is "newly designed and engineered, fully digitalised and networked... fit for the modern era".

That all might be the case, but the Mk8 GTI does retain the EA888 (evo4) engine, making an unchanged 180 kW and 370 Nm, that was added to the outgoing Mk7 Golf GTI during its life cycle to replace the original 169 kW unit.

It's mated to a six-speed manual gearbox or a new shift-by-wire seven-speed DSG auto (codenamed DQ381), the latter of which we'd expect to be standard in Australia. It remains front-wheel drive.

The Golf 8 is based on a refined, stiffer version of the MK7's 'MQB' modular transverse platform. This helped it save money which is needed to pump into its massive electric car rollout, based around its MEB platform and kicking off this year with the Golf-sized ID.3.



The Mk8 Golf is 29 mm longer, 10 mm narrower and 4 mm taller than before at a respective 4285 mm, 1789 mm and 1456 mm. It also sits on the same 2636 mm wheelbase.

The suspension configuration remains MacPherson struts (front) and multi-link (rear), but as well as utilising the stiffer chassis Volkswagen has fitted new versions of the familiar adaptive dampers/shocks that can make the car softer or stiffer depending on which mode is selected.

A new control system called Vehicle Dynamics Manager appears to marry together the XDS diff-lock system that slows the inside front wheel to counter understeer, with a given damper state.

That means the difference between isolating Comfort and maximum-damping Sport modes should be easier to notice. The GTI has always been a Jekyll/Hyde car, and the Mk8 promises to do it better than ever.

"It significantly increases the spread between maximum comfort and maximum dynamics, and the vehicle benefits from significantly sharpened driving dynamics as a result," Volkswagen claims.

Volkswagen's engineers have also reworked the steering, making it more direct in a bid to improve both response and feedback for the driver.



Stylistically the Golf 8 is as evolutionary as ever, though the nose is clearly quite a departure. The GTI has LED headlights that sort of blend into the illuminated slim grille, and sit below a distinctive red stripe. There's also a new lower bumper with plastic hexagons and five-piece LEDs.

You can choose from rims sized between 17- and 19-inches, and can fit red brake calipers. There's a GTI logo on the front guard. At the rear there are LED combination lights, twin pipes, a subtle lip spoiler, and a big badge with VW's new corporate design, right above large red 'GTI' lettering.

While the engine is carryover and the exterior evolutionary, the GTI's interior - along with the rest of the Mk8 range - is a far more significant upgrade. The red garnishes and checkered seat trim remain (the new checked design is called Scalepaper) but otherwise this is a far more modern place to be.

There is a completely new dimpled leather-wrapped wheel with flasher buttons to control audio functions and cruise control, behind which sits a 260-mm fully digital instrument readout with various configurable displays that appear to move beyond the MK7.5's Active Info Display.

Between the driver and the side mirror sit a series of buttons to control the headlights. On the other side is a 10-inch touchscreen running VW's latest infotainment system with phone mirroring, and access to its We

Connect app services that'll expand in scope rapidly. You can also get a heads-up display.

There are very few physical buttons. All the major controls, including for the ventilation and driving modes, are housed within a touch-sensitive panel below the central display. A 'slider' is used to regulate various functions, including the volume.

Below this sits a large open cubby, ahead of a stubby little gear shifter enabled by the move to shift-by-wire. There's an electric parking brake with anti-creeping Auto Hold. The standard LED background lighting in 30 colour options lights up the dash panel, door trim, storage areas, and footwell.

The Mk8 Golf range is due in Australia in the fourth quarter of 2020, unless the current coronavirus lockdowns cause a delay. The GTI is not likely to hit here until early 2021.

The hotter AWD Mk8 Golf R will be revealed globally soon, and arrive in Australia later in 2021 to tackle the newly launched BMW M135i and Mercedes-AMG A35 at the more premium end.

Combined, the GTI and R account for 25 per cent of all Golf sales in Australia, a far higher average than is typical.



A turbocharged petrol engine and supercharged engine powered by compressed natural gas (CNG) will also be offered.

The first Caddy (1979-1996) was not a small van; it was a pickup version of the Mk1 Golf, designed in the USA as the Rabbit Pickup and later sold as the Caddy in Europe. The second-generation Caddy (1995-2004) was not a VW; it was a rebadged Seat Inca van, based on the Seat Ibiza. None of these early Caddys were sold in Australia. We first saw the Caddy in Gen 3 form in 2005, when it quickly became the top-selling small van and has maintained the title ever since. The Caddy was facelifted in 2010 and 2015.

The new Gen 4 Caddy will be here in the first quarter of 2021.

2020 Caddy revealed.

Volkswagen has unveiled the fourth-generation 2020 Caddy van and people mover, with underpinnings borrowed from the latest Golf and a high-tech new cabin.

Unlike its predecessor, the new Caddy is built on the Volkswagen Group's all-conquering MQB architecture. That opens the door for it to feature higher-tech engines, driver assists, and cabin features.

In the load area it's now 1230 mm between the wheel arches and the largest Caddy now has space for two Euro pallets, while passenger variants feature larger windows designed to deliver a lighter, airier feeling from behind the wheel.

That's despite a more aerodynamically-efficient exterior with looks inspired by the Mk8 Golf and the former Skoda Roomster. Also inspired by the Golf is the range of semi-autonomous driver assists, six of which are new to the Caddy.

Autonomous emergency braking, adaptive cruise control with steering assist, and trailer assist are all available, while Volkswagen says the sensors in the steering wheel designed to better detect when the driver is holding onto the wheel.

Depending on model, the cabin will feature Volkswagen's fully-digital Virtual Cockpit and a 16.5- or 25-cm central touchscreen infotainment system.

Power in the Caddy will come from a range of Euro 6-compliant engines. The entire range will be fitted with particulate filters, and Volkswagen says diesel engines are the first to feature something called 'double AdBlue injection' designed to significantly cut NOx emissions.



Geneva Auto Show cancelled.

With news that the 90th annual Geneva motor show had been cancelled three days out from its opening last month amid concerns over the spread of the COVID-19 coronavirus, the world's biggest motoring brands were forced to get innovative.



After a decision from Switzerland's Federal Council decreed no events with more than 1000 people were allowed to take place from March 2020, organisers announced the 11-day show's cancellation, calling it "a tremendous loss for the manufacturers who have invested massively in their presence in Geneva".

While organisers assured the public purchased tickets would be refunded, the details for individual brands were not so clear.

No longer able to showcase their creations to the media (and social media) in person, manufacturers were left with a limited timeframe in which to develop a contingency plan.

Audi instead debuted its A3 Sportback and e-tron S prototype in an all-digital launch on its media platform. Audi said: "40 years ago the quattro drive celebrated its world premiere. Follow the next level on March 3 at 9:50 am CET: quattro goes electric. Audi broadcasts the world premieres of the Audi A3 Sportback and the prototype of the Audi e-tron S here on Audi MediaTV."

Skoda confirmed it will unveil its hero Octavia RS in a live streaming feature timed for the morning in Switzerland.

Porsche announced it will showcase its new flagship 911 in a livestream world premiere hosted by brand

ambassador and former F1 driver Mark Webber.

Volkswagen announced it would stream the world premieres of its Touareg R and eighth-generation Golf GTI.

ID.4 to launch this year.

As speculated for a while now, Volkswagen has now confirmed its first electric SUV will be called ID.4, and will be launched this year as a global model produced and sold in Europe, the US and China. It will also be the first all-electric VW model to be sold in Australia.



The confirmed nameplate replaces the concept version's clunky 'ID. Crozz' badge.

It will be the second member of Volkswagen's ID range after the Golf-sized ID.3 hatch, and is underpinned by the same ground-up VW 'MEB' electrical architecture that has also been licensed to Ford.

While ID.4 details are scarce, Volkswagen says the low-drag shape helps improve efficiency, and cites a driving range of up to 500 km. That's 10 per cent inferior to the smaller 77 kWh ID.3 range topper.

VW says that the ID.4 will initially be launched with rear-wheel drive, but that an electric all-wheel-drive version will be added "at a later date". Expect the launch car to use the ID.3's 150 kW/310 Nm e-motor.

The high-voltage battery is positioned near the centre of the underbody to create a low centre of gravity and an optimum in terms of driving dynamics, along with an extremely well-balanced axle load distribution.

The ID.4 offers plenty of interior space thanks to its compact, electric drive technology. The fully digital cockpit of the zero-emission SUV has been clearly structured. It is operated primarily using touch surfaces and intelligent, intuitive voice control.

As with the ID.3, Volkswagen says the ID.4 will be produced in a carbon-neutral way, something it claims to manage by powering production with renewables, planning closed-loop battery recycling, and offsetting other emissions by spending money on "climate protection projects."

"For Volkswagen, the ID.4 and ID.3 represent important milestones in the brand's bid to become entirely carbon-neutral by 2050 - in line with the Paris climate agreement," the company claims.

"Plans have been put in place to reduce the Volkswagen fleet's CO2 emissions by a third by as early as

2025."

To that end, Volkswagen's other planned Geneva motor show reveals - done digitally, given the show was cancelled - included a Touareg R plug-in hybrid EV (PHEV), and the new-generation Golf GTE PHEV.

Volkswagen's Australian electrification rollout will kick off with the ID.4 - though the first examples aren't expected to touch down until 2022. It is also planning to get stock of the ID.3 at a similar time.

Beyond this? Volkswagen has revealed a few additional ID cars in concept form, including the ID. Space Vizzion sedan and wagon, the ID. Buzz cargo van and microbus, the ID. Roomzz large SUV and the wild ID. Buggy off-roader.

Smaller electric ID.1 and ID.2 coming.

Volkswagen is looking to fortify its electric assault with the addition of two smaller models in the ID range - the ID.1 and ID.2, reports Car UK magazine.

The models will be built on VW's familiar, scalable MEB electric architecture - the same seen in the larger ID.3 and ID.4. However costs will be brought down by making smaller vehicles, reducing features and driving range.

"We can shrink the MEB architecture with less content to get the cost down," Volkswagen brand chief Ralf Brandstätter told Car UK.

It's believed the ID.1 and ID.2 will be available with 24 kWh and 36 kWh battery pack options - the larger option offering roughly 300 km of driving range.

Volkswagen is confident the ID.1 could be offered for sub-•20,000 (A\$36,540) and be launched in 2023. There is no price point speculated for the ID.2 yet, however the model is expected to launch the following year in 2024.

The new ID models will join a planned 27 models to be built on the MEB architecture, with a total of 75 to utilise the platform across Volkswagen Group brands Audi, Seat and Skoda by 2025.

Volkswagen has also brought forward its initiative to sell a million electric vehicles by 2025, aiming instead to reach the goal by 2023.

It's much too early to say whether the ID.1 and ID.2 will see Australian shores, particularly as they have not yet been announced. A Volkswagen Australia spokesman was quoted as saying: "It's desirable to start with an SUV [in the Australian market]. The first ID car is a long way from decided."



The wishing Volkswagen.

On your way to Mudgee, 62 kilometres the other side of Lithgow, is a big hill called Cherry Tree Hill. It marks the half-way point between Lithgow and Mudgee.

You might have noticed on the Mudgee side there is a wishing well, but you might not have ever stopped to take a look.



Sure there is a little creek, and it's a very relaxing place to go, or stop for a picnic, but I'll let you know a secret.

There is a special wishing Volkswagen that has been there for years and years.

All you do is - throw some coins on the old VW and make a wish.



If you really believe in your wish, it will come true.
If you don't believe me, it's no coincidence that I had my biggest ever VW haul on Cherry Tree Hill.
Why not stop and make a VW wish next time you're on your way to Mudgee or out west.
Just be careful what you wish for.

Ashley Day

Bush fires.

During last summer's heatwave, we all saw a lot of bush fires across eastern Australia.





Fortunately this time the death toll was not very high. But even just watching the news every night, you could see that a lot of people lost a lot of stuff; houses, sheds, cars, boats, animals and many other things too many to count. It must be a very stressful time for many people.

Sure, a lot of things might have been insured, but a lot of us like to self-insure and take a risk.



Over the years, big money can be saved (if all goes well), if you don't have to give it to the insurance companies.

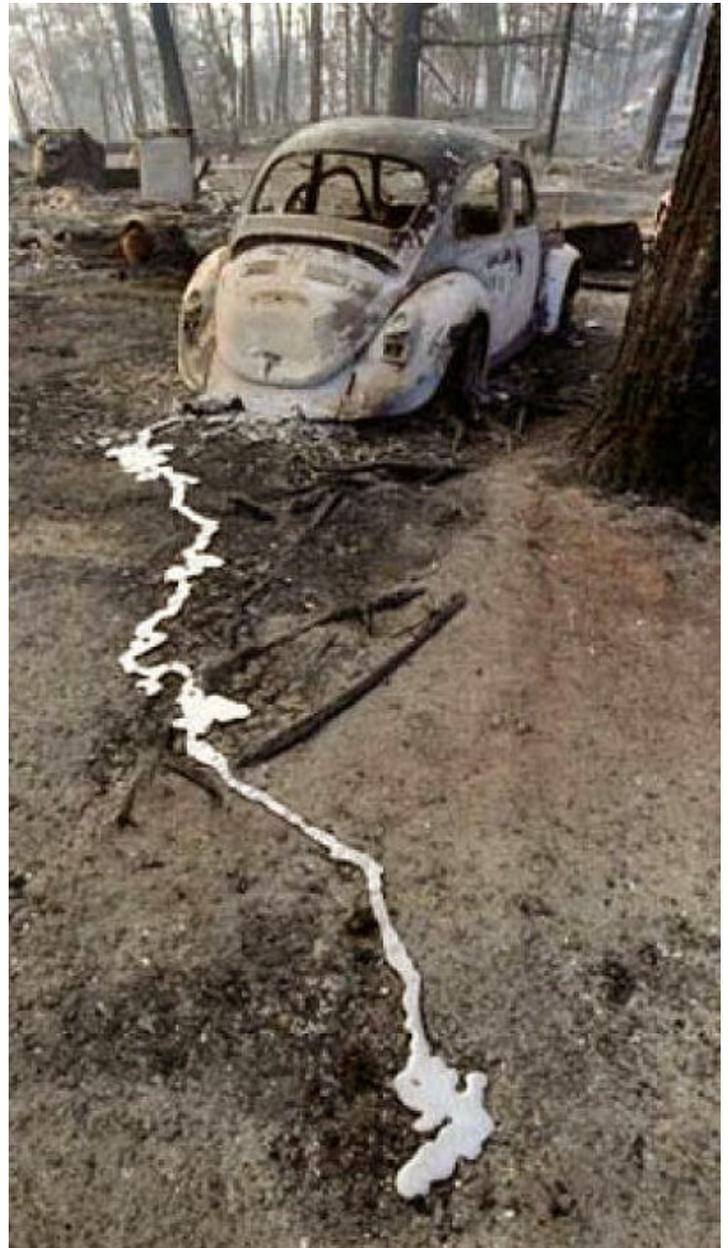
So we tidy around our homes to make them as ready for summer as we can, but last summer was very different.

Extremely hot conditions from air masses coming from the inland, following a long period of drought and way too

much uncleared fuel load on the ground, meant fires were large and could go wherever the wind took them and there was nothing anyone could do.

A lot of us were lucky the wind didn't bring it our way, but spare a thought for the people right in the way of one of these fires.

Already we are starting to see burned out classic Volkswagens and Porsches on Ebay, but what can you do with these crusty shells.



Parts can still be pulled off burnt cars, believe it or not, but cars in sheds get very hot, hotter than a car just parked outside.

This means there's not much you can use, but there could be some good buys at the moment.

I have been through bush fires before and it changes your life forever. If you have been affected by this summer's bush fires, keep your chin up.

Ashley Day



VWs not sold here #13: Sharan.

The Volkswagen Sharan is a smart, stylish seven-seat MPV that hides its size well. The VW family styling, immediately familiar from the Golf and Polo, does a neat job of tricking the brain into thinking that this purposeful people carrier is smaller and, therefore, more nimble than its rivals.

The Sharan has been around a while. The first generation model was a joint venture with Ford (their version was the Galaxy) and it debuted at the Paris Motor Show in 1994. Both versions were built in the joint-venture AutoEuropa plant in Palmela, Portugal (now owned by VW). Later there was also a rebadged SEAT version, called the Alhambra; all three models were only sold in Europe. 'Sharan' is a Persian word, meaning 'carrier of kings.' The original model was facelifted in 2000, with a slightly longer wheelbase and a VW dash replacing Ford's dash. A second facelift in 2004 added new headlamps and taillights. This was the end of the Ford (Galaxy) version, which was discontinued and replaced by a new Belgium-built Ford-only design. The original Sharan was built until 2010, with 860,000 examples sold in total.

The redesigned second-generation Sharan appeared in 2010 and was based on the B7 Passat's platform and running gear. The Mk2 Sharan was a completely different vehicle, much bigger than before. 220 mm longer, 92 mm wider and 12 mm lower, with a wheelbase stretched by 75 mm. Yet, it was lighter by 30 kg thanks to improved technology. The rear doors now slid open, rather than being hinged. The Sharan got a minor facelift in 2015, with new electronic systems and engines with better fuel consumption.

Today the Sharan comes with a choice of four engines - one petrol and two diesel. The biggest sellers are the diesels - 2.0-litre units with a choice of 110 kW and 135 kW outputs. Although the 135 kW unit is usefully quicker, it's less refined around town, with marginally more noise and vibration being evident from the driver's seat. It also offers the temptation to be driven in a less economical fashion. Both, however, are impressively refined on the motorway.

The only available petrol engine is the 110 kW 1.4 TSI

which, like the diesels, is now familiar across the Volkswagen Group's ranges.

It is extremely smooth and refined, although lacks torque lower down the rev range; it can feel underpowered with a full load of passengers on board and requires frequent gear-changing to keep the revs above 4000 rpm when you want to make progress or overtake. It may come with temptingly frugal official economy figures and a low CO2 output, but in real-world driving the smallest capacity engine ends up working so hard they're near-impossible to achieve.

There's no 'shrinking around you' behind the wheel of this thing - it always feels huge - but it's all just so right that it's effortless. A combination of great visibility, a lofty driving position with armchair comfort, light steering, a flowing manual gearbox and

a small turning circle make the Sharan only marginally more daunting than driving a Golf (if you're really worried about parking it, you can buy one that parks itself anyway). You've got to rid yourself of the notion that it'll be ponderous and riddled with heavy steering just because it looks like an oil tanker. Honestly, it's so easy to place and mooch around in it's less intimidating than a Scirocco. no wonder all those airport taxi firms tend to drive their MPVs so 'competitively.'

However, the Sharan is not the kind of vehicle that you'd want to hustle around and there's no getting away from the fact that this Volkswagen will not be the choice of the committed or sporting driver. Even VW can't defy physics, so cornering isn't the Sharan's forte, but it does have the ride quality and refinement of a luxury limo. There's a dearth of wind noise, (unless you're somewhere where you can exceed 110 km/h), and at town speeds the still in the cabin borders on spooky.

Handling-wise it very quickly begins to understeer if you're too fast into bends and the steering, too, is a touch vague at the straight-ahead on the motorway, although it weights up well off centre.

DCC adaptive chassis control is available as an option. It individually adjusts the dampers at each wheel to give better body control yet improves ride comfort. The system works well and also offers drivers the option to override the Normal setting with a Sport or Comfort mode.

Inside, there's plenty of room for seven adults, with access to the rear seats now provided by sliding doors (with





optional electric operation). The first two rows get limo-like space, yet the rearmost seats aren't quite as adult friendly as you'd hope for, so save those for children, or teenager punishment. All the seats fold flat in a two-stage operation that's easy enough but bettered slightly by other MPVs, like the Ford Galaxy. Still, we applaud VW for eschewing electric folding complications and simply going for big spring-loaded pull-handles that release the seats to do their flippy thing. A six-seat configuration is available too.

Boot space isn't brilliant in seven-seat mode, at 300 litres, but then no car in this class can carry seven passengers and all of their luggage (you'll need a VW Multivan or Caravelle for that). In five-seat configuration the boot space rises to 711 litres, and then to a serious 2297 litres if you fold both rear rows of seats and load to the roof. Still not enough? Then the back of the front passenger seat can be folded flat, allowing nearly three metres of load length. If you're not satisfied with that, as we said you probably need to buy a large van or a minibus.

All rear seats leave a flat load floor when folded. The rear row can be folded and repositioned with one hand, but the centre row requires a two-handed action to reposition the seats after they've been folded.

Up front, the dashboard is standard VW, which means a near-premium ambience, and excellent fit and finish with high-quality materials that are soft-touch in all the right places. The layout and material use is clinical in its user-friendliness. All of the switchgear is ageing now, but it's solid and fit-for-purpose stuff from the outgoing Passat and Scirocco mostly, that's dead easy to use on the move without taking your eyes off the road, or the children. That said, Ford's idea of a convex mirror up top to keep a beady eye on naughty rear passengers ought to be copied here.

You'll find a decent stowage cubby atop the dash, but besides that cavern, the door pockets and armrest are your only storage areas, which is a bit mean. Sliding rear doors mean their pockets are only big enough for a cup of takeaway coffee.

There are four trims to choose from - S, SE, SE Nav and SEL.

Entry-level models get electric windows, electrically adjustable and heated door mirrors, and automatic wipers as standard on the outside, while inside there is

tri-zone climate control, a cooled glove box and Volkswagen's Composition infotainment system complete with a 17-cm touchscreen display, DAB radio, Bluetooth and USB connectivity.

Upgrading to SE adds 16-in alloy wheels, chrome-plated roof rails, parking sensors, cruise control, second row picnic tables and vanity mirrors, while parting with a bit more money and opting for SE Nav gains you sat nav, a speed limit warning and Volkswagen's online services.

The range-topping SEL model gets luxuries such as 17-in alloy wheels, front fog lights, a panoramic sunroof, an Alcantara and leather upholstery and adaptive cruise control included in the package.

Pricewise, the starting point is the 110 kW 1.4 TSI petrol, which costs £27,355 in basic S form. If you're set on a TDI, the base sticker is £28,130 for the weedy 85 kW 2.0-litre, and if you want the heftier 110 kW version (and you do, diesel-wise), then you'll get no change whatsoever from £29,000. And this is all on basic S trim, remember, which does without alloy wheels or cruise control. Really, you'll want an SE, for which prices start at £29,540.

Bluetooth is standard on all models, and as of the 2016 facelift, which added natty LED tail lights, there's also an automatic post-crash brake function which holds the car steady in the event of a collision to mitigate the effects of further impacts. Adaptive cruise control and anti-crash braking need a higher spec, however.

Sharans are subject to VW's usual 36 month/60,000 mile warranty, and the oily bits are all tried and tested in most recent VWs, so servicing will be a doddle. Obviously the resale value of the diesels is under the kosh at the moment, but on the up side the Sharan, now post facelift and hardly VW's most fashionable model, ought to be subject to some dealer arm-twisting, so don't be afraid to haggle.

The Sharan may not be more nimble than its rivals - the Ford Galaxy remains the large MPV benchmark in that respect - but buyers will love its quality feel, its ease of use and the VW badge kudos while it manages to keep the smaller and more versatile S-Max and Touran at bay, which is enough for the Sharan to remain a serious contender in the seven-seat MPV market.

Autocar UK





Value-packed Sharan SL entry-level models appeared in 2002, and in early 2003 the powerful 130bhp Pump Duse diesel engine was plumbed into Volkswagen's MPV. 2004 then saw a restyle to the rear end and wing mirror-mounted side indicators added. Front and rear parking sensors also became standard across the range.

The BlueMotion model arrived early in 2008. Based around the 2.0-litre TDI engine, it brought a series of modifications designed to lower emissions and boost fuel economy.

What You Get

Early Sharan owners who haven't yet tried the second-generation version will find a package that smacks of much greater quality, crammed with features to please family users.

VW Sharan - a UK used cars guide.

MPV buyers tend to be a conservative bunch. Rarely interested in way out styling or ridiculous engines, the key demands are practicality, reliability, and quality all underlined by manageable costs. Perhaps that's why the Volkswagen Sharan has been such a consistently high performer in the UK sales charts. Although buyers know that under the skin the mechanicals are much the same as a SEAT Alhambra or a Ford Galaxy, the badge on the bonnet tends to plump up the Sharan's resale values to such an extent that it usually overcomes the premium you'd have paid for the Wolfsburg product from new.

All of which is great news for the smugly smiling vendor but not such a happy story for the used buyer out to shave a few pounds off the deal. Demand for good, late Sharans runs high so although there may not be many outrageous bargains out there, at least you know you'll be driving home a quality MPV.

History

Sharan history dates back to the early 'nineties when Volkswagen and Ford jointly funded the design programme for a shared seven-seat MPV. They built a new factory in Portugal to handle production under a joint VW-Ford subsidiary called AutoEuropa. The Sharan, Alhambra and Galaxy carved the market up nicely between them, giving Renault's fat and complacent Espace a good kick in the pants. By 2000, however, the MPV landscape had changed significantly. Cars like the Renault Scenic and the Citroen Xsara Picasso had proved that many customers really did think that good things came in smaller packages.

Volkswagen responded by improving the Sharan, giving it more of its own identity with an all-new nose and tail styling. More importantly in the face of clever-clogs upstarts such as the Vauxhall Zafira, the Sharan featured seven seats as standard. An 86 kW 'Pump Duse' turbo diesel engine was introduced which was mated to the 4Motion all-wheel drive system in late 2001 although this model was deleted shortly thereafter.

The first and most obvious improvement that buyers of the original Sharan will notice is the smarter dashboard, which could have been lifted from a Volkswagen Passat. This includes lovely touches like silver-ringed instruments, backlit at light with the familiar Volkswagen blue glow.

There's also a restyled centre console with space for the optional satellite navigation system and a chunky four-spoke steering wheel. More practical improvements include retractable cup holders, extra map pockets in the doors and a pair of useful lidded cubbyholes on top of the dash.

Since they were going to all this trouble, the German designers couldn't resist also tinkering with the exterior to create a more distinctive look that would distance the Sharan from its Ford and SEAT clones. Hence a new set of Golf-style clear-lens headlamps and a Bora-look bonnet and front grille. At the back, there's a slightly bigger rear window and restyled light clusters.

Seven seats are standard on all models and as far as their layout is concerned, things are pretty familiar - though early Sharan buyers should find that the removable chairs themselves should feel a lot more comfortable in this current model. Sadly, they're no lighter, so lugging them in and out remains a job not to be undertaken by the weak or faint-hearted. The two front seats can be swivelled round completely to face the rear - which is great for picnics and business meetings if you're stationary and there's only four in the car. It's annoying however, that you still can't do the same





with the middle set so that occupants behind the driver can face each other and talk on longer journeys.

Air conditioning and the reassurance of a three-year warranty is standard across the range. As for other items of equipment, even the entry-level model gets security remote central locking, roof rails, an alarm, a trip computer, four airbags, ABS, an electronic engine immobiliser, electric front windows, power steering and a good quality radio cassette player.

This current Sharan corrects most of what was wrong with the original. If the Spanish factory can now continue to produce cars as well screwed together as those from Volkswagen's base in Wolfsburg, then this car should also continue to lead its class.

What to Look For

Check for faulty trim and excessive transmission noise caused by the specially lengthened gear linkages. On the popular 2.0-litre, listen for clattery camshafts and make sure that the drive belt has been replaced on schedule.

Bear in mind too that most Sharans will have been used by people not used to cars of this size. It's worth checking, therefore, for body scrapes, dented bumpers and scuffed mirrors. Finally, check the condition of the rear seats; their frames may have been damaged by ill-judged removal attempts.

Replacement Parts

(Estimated prices ex VAT) A clutch assembly is around £110, an exhaust system around £200, a catalytic converter around



£360 and an exchange alternator around £165. Front brake pads are around £60 and a headlamp unit should set you back just under £85.

On the Road

This car (along with its Galaxy and Alhambra stablemates) is the best handling full-sized people carrier you can buy. The Sharan doesn't roll, pitch or wallow like many of its MPV counterparts. Nor do you need a period of acclimatisation before you can drive it quickly, as you would, for example, with a fashionable four-wheel drive. A series of suspension tweaks for the second generation models have improved things still further. The German engineers concentrated particularly on improving the ride over poor surfaces - the kind of thing you notice around town - and they've largely succeeded without compromising the higher speed handling that makes this car the rewarding drive it is.

These days, all models feature a six-speed manual gearbox. If that doesn't suit, there's the option of a 5-speed automatic with Tiptronic override that allows you flip



manually between the cogs if you're in the mood. Which might often be the case thanks to the revised range of engines on offer.

Many buyers opt for the entry-level 86 kW 2.0-litre petrol, or the base 86 kW 1.9-litre turbodiesel variants now reduced in price following the introduction of 97 kW turbo diesel models. There's also a potent 112 kW 1.8-litre 20v petrol turbo. Above these sits a 152 kW petrol VR6, good for 215 km/h. There's also a relatively rare 4Motion all-wheel drive option.

Overall

All too often taking the safe option lands you with a car that's grey, boring and predictable. The Sharan proves the exception to the rule, offering a surprising sideline of fun alongside the more usual MPV staples. It's easy to see why it's so well regarded and tracking down a decent used example shouldn't be difficult. Just don't expect rock bottom prices. In this market, as in so many others, you get what you pay for.

R.A.C. UK

(Never seen a VW Sharan in Australia. Let us know if you spot one. Ed.)



TIME ALLOWED BETWEEN CONTROLS

LONDON TO BOMBAY		PERTH TO SYDNEY	
London	— Paris 12hr. 22min.	Perth	— Yessawi 7hr. 05min.
Paris	— Turin 13hr. 20min.	Yessawi	— Marrol Lock 4hr. 01min.
Turin	— Belgrade 21hr. 10min.	Marrol Lock	— Lake King
Belgrade	— Istanbul 15hr. 21min.	Lake King (Crossroads)	— Codana 14hr. 52min.
Istanbul	— Sivas 12hr. 25min.	Codana	— Quora 14hr. 18min.
Sivas	— Erzurum 2hr. 45min.	Quora	— Miselona 1hr. 17min.
Erzurum	— Ankara 1hr. 05min.	Miselona	— Queen 1hr. 30min.
Ankara	— Samsun 1hr. 05min.	Queen	— Broching 4hr. 10min.
Samsun	— Trabzon 1hr. 05min.	Broching	— Misgany 2hr. 12min.
Trabzon	— Erzurum 1hr. 05min.	Misgany	— Merindol 2hr. 12min.
Erzurum	— Trabzon 1hr. 05min.	Merindol	— Guekar 2hr. 18min.
Trabzon	— Erzurum 1hr. 05min.	Guekar	— Omoa 1hr. 55min.
Erzurum	— Trabzon 1hr. 05min.	Omoa	— Merindol 2hr. 06min.
Trabzon	— Erzurum 1hr. 05min.	Merindol	— Ingebyro 1hr. 31min.
Erzurum	— Trabzon 1hr. 05min.	Ingebyro	— Numcrallia 1hr. 29min.
Trabzon	— Erzurum 1hr. 05min.	Numcrallia	— Hudenmarsh Station 0hr. 42min.
Erzurum	— Trabzon 1hr. 05min.	Hudenmarsh Station	— Nawa 2hr. 01min.
Trabzon	— Erzurum 1hr. 05min.	Nawa	— Warwick

effort to show the world that Australian cars were tough enough to undertake the task, and fast enough to do it well.

It was Ford Australia who came out on top, though not overall. Ford won the team prize, the result of a massive PR effort and resource involvement. The three XT Falcon GTs Ford entered came third, sixth, and eighth.

John Smailes, a well-known reporter in the motorsport and motoring media, has released a book on the London-Sydney marathon called Race Around the World. His book details many aspects of the race including traveling through politically tumultuous regions, the mechanical mishaps, and perhaps the most

discussed since the event, the conspiracy surrounding the crash of the then winning car only hours away from Sydney.

Leading the race heading towards the finish in Sydney, with 12 points separating the top six and two separating the lead car and that of second place, was Lucien Bianchi. His co-driver, Jean-Claude Ogier, was driving their Citroen DS on a transport stage the night before they were to arrive presumably first in Sydney. A Mini Cooper with two teenagers in the car came around the corner and smashed into the Citroen. Both cars were travelling rather quickly.

Andrew Cowan and his team of Colin Malkin and

1968 London-Sydney Marathon.

The 1968 London-Sydney Marathon, officially called the Daily Express-Daily Telegraph London-Sydney Marathon, was the first running of the London-Sydney Marathon. The rally took place between the 24th of November and the 17th of December 1968. The event covered 16,694 km through Europe, Asia and Australia.

Out of the almost hundred cars only just more than half finished. They travelled through Europe, the Middle East to India, and then after being shipped to Perth, right across Australia to the finish at Warwick Farm in Sydney.

But the connection of this race to Australia goes deeper than just the destination, even with the length of time they spent driving across it.

The initial UK£10,000 winner's prize offered by the Daily Express was soon joined by a £3,000 runners-up award and two £2,000 prizes for the third-placed team and for the highest-placed Australians, all of which were underwritten by the Daily Telegraph newspaper and its proprietor Sir Frank Packer, who was eager to promote the Antipodean leg of the rally.

Several cars made in Australia were filled with Australian drivers and backed by Australian factories in an





Brian Coyle were then able to drive the unlikely winner, a Hillman Hunter, to victory with a loss of just 50 points from London. Second was another British entry, the Austin 1800 of Paddy Hopkirk and Tony Nash, with 56 points lost. Third was the Australian Ford Falcon XT GT of Ian Vaughan, Robert Forsyth and Jack Ellis, 62 points lost. Just one point behind them in fourth was the Polish Porsche 911S of Sobieslaw Zasada and Marek Wachowski.

In fifth place was Rauno Aaltonen and Henry Liddon in another Austin 1800, just in front of another Falcon XT GT, driven by Bruce Hodgson and Doug Rutherford. Seventh was the German Ford Taunus entry of Herbert Kleint and Günther Klapproth, and eighth was the third Falcon XT GT of Harry Firth and Graham Hoinville. The Citroen DS of Robert Neyret and Jacques Terramorsi, and the Ford Lotus Cortina of Roger Clark and Ove Andersson rounded out the top ten.

While the Citroen team maintained there was a conspiracy against them, most other sources including the police report suggest this was a complete accident.

Of course there were other hardships, and some with a

more Australian flavour. A team traveling in a Holden HK GTS 327 Monaro fell victim to one such mishap.

A problem with the brake assembly on the rear had made itself known to the crew (of Barry Ferguson, Doug Chivas, and Dave Johnson) while travelling through Western Australia.

"We changed the rear-end [diff and surrounds] in Perth," Johnson told Motor magazine. "In a rally like this it's faster to replace than repair where possible. Unfortunately, only a stock diff was available, not one built to race the width of Australia.

"We actually ended up breaking the diff on the way into Broken Hill, so we had a written message for the rally control team to call ahead and get a car stripped for us in Broken Hill.

"We get there and there are Ford caps everywhere. Everybody's got a cap!

"Ford had done a big promotion and handed out caps to every man and his dog, and flown a bunch of journos in."



Smailes, as a journo, was there and told us essentially the same thing. But Johnson had an issue with the Ford caps, as you'd imagine a Holden driver would.

"I walked into control, and I thought - oh, shit. What do I do now? If I leave this message with anybody it's likely to end up in the bin.

"I looked around the room and up the back was a cop without a Ford hat on. About the only one in the place.

"I went over and said 'what car so you drive mate?' and he said he had a Holden. I said 'come here!'.

"The message ended up going through on the police frequency and they went down to the dealer and said 'Ferguson needs a diff!'

"That was a good bit of cooperation to get us 'out of jail' as it were."

Dave Johnson had navigated for Barry Ferguson when they won the Southern Cross Rally in 1967 in a Volkswagen, but the London to Sydney was another thing altogether. In the GTS 327 Monaro they finished twelfth outright, with a loss of 169 points. They were the top-placed Holden, two positions ahead of another Monaro driven by Doug Whiteford and Eddie Perkins - another former Volkswagen driver.

Only one Volkswagen took part in the London-Sydney - a UK private entry VW 1200, which made it to the end but way down the list of finishers.

Johnson says the rally was "the most fantastic

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LATE FINAL EXTRA **THE SUN** **BOGLE CHANDLER SPECIAL REPORT**

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SEE PAGE 3

City forecast: Warm. Mostly sunny. Lottery: Ordinary No. 6121, page 60 Finance, page 78 TV, page 75

HEAD-ON CRASH

Rally leader's agony in wreck



Bianchi, blood streaming from his face, sits trapped in his wrecked Citroen.—Photo, Russell McPhedran.

RALLY leader Lucian Bianchi lay in the wreckage of his car today crying "I want to get to Sydney—I want to get to Sydney."

COWAN 'UNOFFICIAL WINNER'

The Belgian, seriously hurt, and covered in blood after a head-on crash, was trapped for 20 minutes.

Bianchi was the second leader to crash in a narrowing last five hundred miles of the race.

The winner, looked Sydney at a terrific pace like being Alex Cowan, of Britain, in a Hillman Hunter, car 75.

He was cheating into it was a nightmare

end to a frantic drive 16,500 miles across the world, at speeds up to 140 miles an hour.

It was a nightmare

CONT. PAGE 2

adventure [he's] ever had in his life," and while there have been similar rallies run in the years since, there have been none as extraordinary as that first trailblazing race fifty-two years ago.

One Started - One Finished.

VW Club of NSW 'Club News', January 1969

A special interview with the UK crew of Volkswagen No.79, Patrick and Tony Downs, who entered a 1964 VW 1200 Beetle in the London - Sydney Marathon, held at Provincial Motors (VW Dealership) Liverpool. Those NSW VW Club members present were Frank Perkins, Neil Bayliss, Rod Button, Barry Ridding, Brian Kirkwood, John Wilson, Peter Hudson, Bob Brewer and Eric Willington.

Standing in front of Provincial Motors was a lonely, tattered and incredibly dirty 1200 VW, with its right-front mudguard mangled by a friendly kangaroo on the Nullabor, its windscreen smashed in by another native of Australia at Bonegilla. Standing proudly at its side were Pat and Tony Downs, looking in much better shape than their faithful Volkswagen.

Pat asked if we could hold the interview in the shade, as this Australian sun was a little on the strong side. This was arranged, and the boys from England had many questions fired at them and here is the interview.

Were you sponsored in the Marathon by any organization from England, especially Volkswagen?

No, we entered the Marathon as a Private Entry. We spoke to many people about this but I'm afraid it was hopeless. If we were well-known drivers, or a team, there would have been no worries; welcomed with open arms. But by unknown people, no such luck.

What made you pick a Volkswagen, and an old one at that?

We wanted a car that would arrive in Sydney in one piece. After looking at all types of cars, we had to pick a VW, no other in the price range would fill the bill. So we bought a 1964 VW with 37,000 on the speedo for \$800. We had to do this run on the cheap and only a VW could do it. As a private entry every Pound Sterling was accounted and for such a low budget as \$4,200, which included air-fares back home, we had to make sure of arriving, otherwise we would've had it.

What was your overall cost compared to that of a works Team?

To compare the Ford entry, they spent £250,000 Pound Sterling, and this would go for other works teams also.

Were you the only Volkswagen in the Marathon?

Surprisingly, yes we were. VWs are popular club rally cars in the UK but only for the short local events like rallycross and time trials. None of our local VW autocross drivers like Griff Griffiths, Peter Noad or Laurie Manifold entered, while famous RAC VW driver Bill Bengry was driving a Cortina GT. Your VW drivers like Barry Ferguson

and Dave Johnson, who won the Southern Cross rally last year in a Volkswagen, were in a Holden GTS 327 Monaro. So was George Reynolds, and VW trials champion Eddie Perkins. They are professional drivers and those cars are a lot faster than our 1200 Beetle, so you can't blame them.

We all know that the old British spirit is still flowing through the veins of people in England. Was this the reason you entered in such an event?

I think it could have been the reason why we undertook such a trip, but we enjoy motor sport in England and this was such a challenge we could not resist it. Also it was a wonderful way to see so many different countries in such a short period.

Were you approached by anyone at all before you left England?

Yes, we were (smiling). A Volkswagen Rep from Holland spoke to us at the Crystal Palace and he said we would never make it. We would be knocked out before we left Europe. A strange thing is that we met the same man out here in Australia. He was at the public display at Hyde Park and he apologised to us and wanted a story, but I am afraid he missed out. You can understand our feelings at the start and it didn't make things any easier for us.

What caused the huge loss of points up to Bombay?

The loss was caused by taking the mountain route in Turkey, and in doing this we strayed from the correct route and we had a terrible time. Floods washed away bridges and the road was a mess. We slipped into a bog and we were there for many hours before we got out, and for every minute late was one point. We had no failure, just lousy luck. Up to Turkey we had lost no points.

Pat, was there any other reason you lost points?

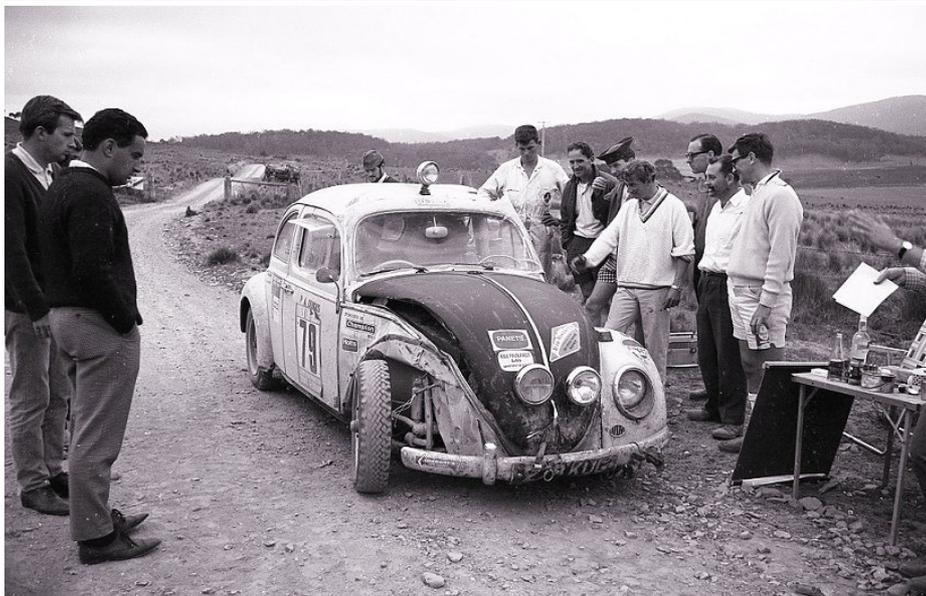
Oh yes. We had fun and games when a sharp rock knocked the oil filter plate out and we had to run miles with no oil. This may be hard to believe but it is true. The engine should have blown to pieces but it didn't; this makes it so amazing. When we found our oil was gone (thank goodness for that green light) we had to make a plug to fit that large hole, and this we did. To make it fit, we used two pair of socks to help stop the oil seeping through. Every few miles we had to stop and check the oil level. What a trip! We aged ten years. Our luck held out and we were able to buy another oil plate and keep going.

Tony, are you mechanically minded?

Well, yes we are. When we bought the VW, we gave her a top overall and no more. We had hoped that some firm would help us out on this, but as I said before it was hopeless. We did our own service on the car and she her first oil change proper in Perth.

What was your position with the other crews? Did they give you any assistance?

As far as they were concerned we did not exist at all. As you know they were so far in front it wasn't funny. One thing that pleased us was that we were still in it at Bombay, and other works entries were out of it with all types of troubles.



What was your position going through the different countries? Did they in fact throw stones at the cars?

Oh yes! They did this but it was not just a prank, but a friendly gesture. Tony was clobbered on the side of his head and we drove a crazy mile before his head cleared (laughter).

Were you given any assistance in Australia by any dealer, or by Volkswagen Australia on your run from Fremantle to Sydney?

Yes, we were given assistance in Fremantle by Gregorys, the Volkswagen people. They fitted a new link pin and repaired the rear bumper. This was done free of charge. We were very grateful. As I said before, we were on a tight budget and we were pleased with the assistance, as our money was getting lower and lower.

Was it a fact some cars were rebuilt before they left Bombay?

This is a fact. Some works cars were completely rebuilt. Had they not, they would have never got to the finish. To bring up a point, when the regulations for the event first came out, only spares carried by the car were to be used. The works teams made such a fuss, they changed the regulations. This was most unfair to the crews who had no backing, and since we had paid our Entry Fee, we kept in it. It was most unfair. What hope has the Private Entry?

So what position do you end up achieving at the finish?

Well there were 98 cars entered, of all makes and models, and some didn't even make it past Yugoslavia. Only 72 cars were still going at Bombay and made the ship to Fremantle. Another 16 retired by the time we got to Sydney, which means than only 56 cars finished. We made it to the end and are official finishers! We lost 9,603 points along the way, which meant we finished in 51st place. We finished ahead of a Vauxhall Victor, a Lotus Cortina and a Holden HK Belmont.

Would you be in the next one, and if so what would you drive?

It would be a Volkswagen for sure, after the way the way she went. We would not think of changing, but it would be a faster model - a 1500 or a 1600. You must have more speed to have a chance. The average speed at times was

impossible for our VW. We could only go 72 mph (116 km/h), which is the top speed of that model, and even across Australia still did her 72 mph. She was willing.

Had the regulations stayed as they were, what would your chances have been, even with a slower car?

As you know, had we not bogged or lost our oil (the reason we lost oil was we could not afford a sump guard) we had excellent chances to give a very good impression. We are not complaining, but giving you the facts. We were lucky we had such a strong car, otherwise we would still be somewhere in Turkey or India.

At this point Frank Perkins (our President) asked if I could break into the

interview.

"Ladies and Gentlemen, I have a very pleasant duty to perform. As you know, Pat and Tony Downs have just completed a very long and exciting journey from England to Sydney, and we feel honoured that we can speak to them here today and to know they had faith in their Volkswagen from the start to the finish. We wish to express our thanks for coming here in such a car. We are proud of V.W.s and have had many a fight with words when sticking up for them.

"Pat and Tony, we would be honoured if you would accept these small tokens and be Honorary Members of the Volkswagen Club of N.S.W. Ltd. Once again, we thank you for your fine effort."

In reply Pat thanked the Club for their very kind thoughts and the honour of being members of the club and would look back with pleasure upon the day they received the club badges and stickers. "And I must say how wonderful people have been to us," said Pat.

Finish of presentation and back to questions again.

When you arrived in Sydney what were your thoughts?

Well we were very tired and not very happy, but had finished and that was what we had set out to do. We were met at the finish by Mr. Campbell and Mr. Noel Molder, proprietors of this Volkswagen agency here in Liverpool. We had a discussion and out of it, they bought the car and both Tony and I were put on their staff. We were grateful for this, as we had only a few dollars to our name (\$6, in fact) and were a long way from home. They came to our rescue, washed and ironed our clothes, found us a place to sleep, what a relief it was to us. Then at Hyde Park a friend from England approached us and everything was fine. We both cannot say enough praise in the way we have been treated. You don't know what it feels like to have complete strangers approach you and give assistance in a manner which took a heavy load from our shoulders.

This interview was then brought to a close, with the words of the President Frank Perkins - "Thanks for giving up your time for the interview, and have a safe journey home and may we see you again in the future."

Eric Willington



The first Passat.

As you probably know, the Volkswagen Passat was the first VW model to be named after a wind - 'passat' is a trade wind. The Golf (gulf-stream), Scirocco (sirocco), Jetta (jet stream), Vento, Bora, Polo (polar winds) and Corrado (an Italian wind) are others. Sadly this practice is not used any more - what does T-Roc and T-Cross mean??

Anyway, Volkswagen's Passat is not the first German 'vehicle' to be named after the trans-Atlantic trade wind. The original is a famous 1911 steel-hulled four-masted barque sailing ship of 3181 tonnes, 115 metres in length and 14 metres in beam. She was one of the 'Flying P-Liners,' the sailing ships of the German shipping company F. Laeisz. She survives today as a museum ship and is one of the last surviving windjammers.

Passat was launched in 1911 at the Blohm & Voss shipyard in Hamburg.

"A storm threatens the sailors in the North Sea. Thick fog in the busy Channel means danger. The full might of the ocean bears down on her in the Bay of Biscay. Once the Tropic is crossed, the ship heads quickly for her destination port with the trade winds filling her sails. May kind winds always guide you, you proud ship, quickly and safely into protective harbours. This wish will be embodied in your name. I christen you Passat."

These were the words of Godmother Gertrud Grau at the launch of this truly proud ship, which has been attracting countless visitors and guests in the protective harbour of Travemünde since it was retired in 1959.

She began her maiden voyage on Christmas Eve 1911, heading towards Cape Horn and around to the nitrate ports of Chile.

She was used for decades afterwards to ship general cargo outbound and nitrate home. Passat was interned at Iquique for the duration of World War I, then sailed in 1921 to Marseille and was turned over to France as war reparation.

The French government put her up for sale, and the Laeisz Company was able to buy back the ship for £13,000. Again she was used as a nitrate carrier until 1932, when

Passat was sold to the Gustaf Erikson Line of Finland. The ship was then used in the grain trade from Spencer Gulf in South Australia to Europe, along with near-sister ships Peking, Padua, Parma, Pommern and Pamir.

Peking was retired in 1932 and was a museum ship in New York City for many years until being sold in 2015 and returned to Germany for a new museum in Hamburg. Parma was badly damaged in a docking accident and scrapped in 1938.

At the onset of World War II, Passat was at her home port Mariehamn in the Åland Islands of Finland. She was towed in 1944 to Stockholm to serve as a storage ship, so she survived the worst of the war.

The war saw Padua seized by the Russians (she still sails today as the Kruzenshtern), while Pommern was

retired and donated to Mariehamn in Finland as a museum ship where she can be seen today.

In 1948 the Erikson Line reentered the grain trade, and together with fellow survivor Pamir, Passat participated in the last Great Grain Race in 1949 from Port Victoria around Cape Horn to Europe. Among her crew was Niels Jannasch who later became the director of Canada's Maritime Museum of the Atlantic. All told, Passat rounded Cape Horn 39 times.

Gustaf Erikson died in 1947, and his son Edgar Erikson found he could no longer operate either Passat or Pamir at a profit, primarily due to changing regulations and union contracts governing employment aboard ships. The traditional 2-watch system on sailing ships was replaced by the 3-watch system in use on motor-ships, which required more crew. In March 1951, Belgian shipbreakers offered £40,000 for both Passat and Pamir.

German shipowner Heinz Schliewen stepped in and bought both ships for conversion to freight-carrying school ships. The two ships were often erroneously referred to as sister ships - they were similar, but different. In fact Peking was Passat's true sister ship, while Pamir had no true sister of the same exact design.

The two vessels were modernized at Kiel with refurbished quarters to accommodate merchant marine trainees, fitted with an auxiliary diesel engine, a refrigeration system for the galleys (precluding the need to carry live



animals for fresh meat), modern communications equipment and water ballast tanks.

For the next five years Passat (and Pamir) continued to sail between Europe and the east coast of South America, primarily to Chile, Peru and Argentina, but not around Cape Horn; rather, via the great Southern Ocean and Australia.

In 1957, the Pamir was tragically lost in the middle of the Atlantic Ocean when she was caught by Hurricane Carrie. She was capsized when her grain cargo shifted, and sank with the loss of 80 lives, mostly cadets, and only six survivors. A few weeks after the loss of Pamir, Passat was also caught in a storm. She almost experienced the same fate as the Pamir when her loose barley cargo shifted, but Passat survived. She was decommissioned in 1959.

Passat was purchased by the Baltic Sea municipality of Lübeck and is now a landmark museum ship, youth hostel and event venue, moored at Travemünde, a borough of Lübeck in the German federal state of Schleswig-Holstein.



Although she no longer carries heavy freight across the world's seas, this elegant sailing ship reminds visitors of the time when the Passat defied force 10 gales and high waves under full sail. A love of adventure and a desire for freedom often yielded to a simple struggle for survival at this time.

Numerous pictures in the museum section of the ship give an idea of what it was like to serve on board what at the time was a state-of-the-art freight sailing ship.

Their voyages took them half-way around the world and lasted for months. Perhaps it is this knowledge that captures your imagination during a visit on board. The romance of the sea and wanderlust take hold and you listen with awe to the exciting stories of the "contemporary witnesses", who are happy to regale visitors with tales of their experiences at sea during tours on board the Passat.

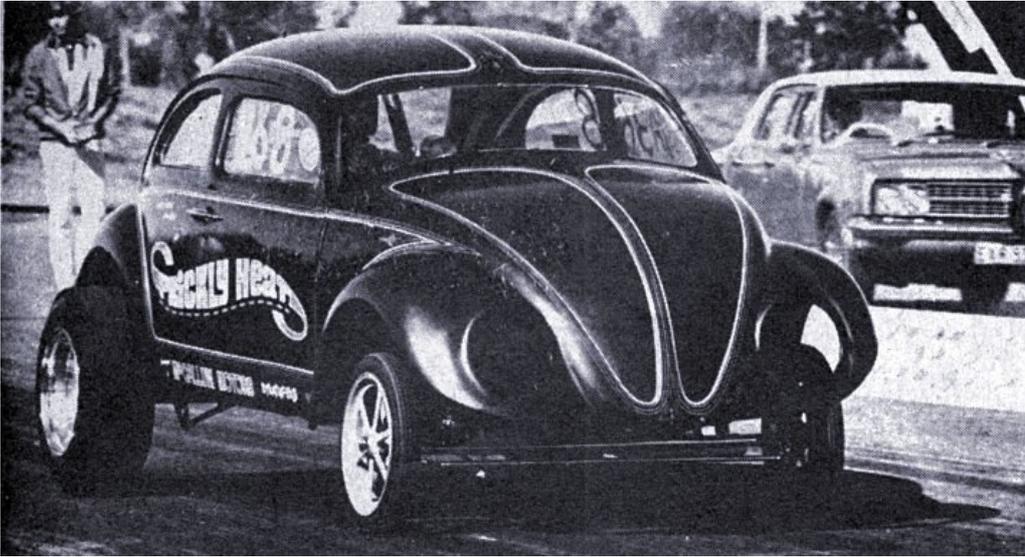
However, this ship has more to offer than just exciting stories - it is now a well-

established meeting place and event venue with overnight accommodation. The ship is also becoming an increasingly popular venue for conferences and celebrations of every kind. There are bunks and washrooms below decks and anyone who looks through the porthole at the beautifully illuminated Travemünde before they go to sleep is bound to get that real "sailing ship feeling," because the Passat moves gently with the swell of the Baltic, she truly is still a proper ship!

Passat Technical data:

- Size: 3181 GRT
- Length: 115 m
- Beam: 14.3 m
- Height of the masts above water: 56 m
- Sail area: 4,600 m² (until 1960)
- Weight of the rigging with sails: 170 tonnes
- Longest spreader: 28 m
- Draught when fully laden: 7 m
- Weight of the anchor: 2 x 3.5 tonnes
- Maximum speed: capable of 18 knots under full sail
- Last overhaul: 1998 (7.2 million DM)
- 100th birthday: 2011
- More information: www.passat.luebeck.de





Prickly Heat.

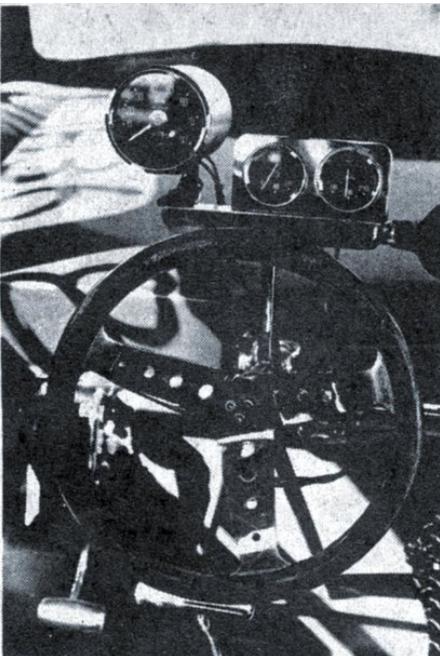
Hot Minis and VWs magazine, 1970

Everyone knows that if you lift the lid in a Vee Dub, you find a flat-four pusher. But there are exceptions to every rule.

Dennis Braid's 'Prickly Heat' makes a wild exception to the usual VW layout. Lifting the FRONT of this particular Beetle reveals an inline Holden six.

Lifting the front of the body also reveals most everything else - in fact 'Prickly Heat' is a beautifully executed altered dragster which never fails to grab the attention of onlookers.

Dennis Braid hails from Lismore and is a member of the Lismore Drag Club, although he now resides mainly in Sydney. He is also a panel beater of considerable skill, which is evident in the bodywork of 'Prickly Heat' and also Ash Marshall's 'Scorcher.' The normal VW body has received quite a lot of modification, being chopped some four inches and narrowed another four (by cutting two inches off each guard). The guards have been welded to the body shell giving it a moulded appearance.



All the body work is in steel, and not fibreglass as many people appear to think. The beautiful red paint job is the work of Morrisey's of Lismore and the 'lace' panels are not stick-ons, they have been sprayed on by experts.

Beneath this striking body is a frame of 16-gauge 1 3/16 inch steel tube, built to the specifications of the U.S. funny cars. A

substantial roll cage of 10 gauge 1 3/4 in. tube has been incorporated, which should take care of safety. Suspension by coil and telescopic shocks all around, is fully chromed. This, as is all the chrome work, is carried out by Winkler and Patrick of Lismore, whose workmanship appears to leave nothing to be desired.

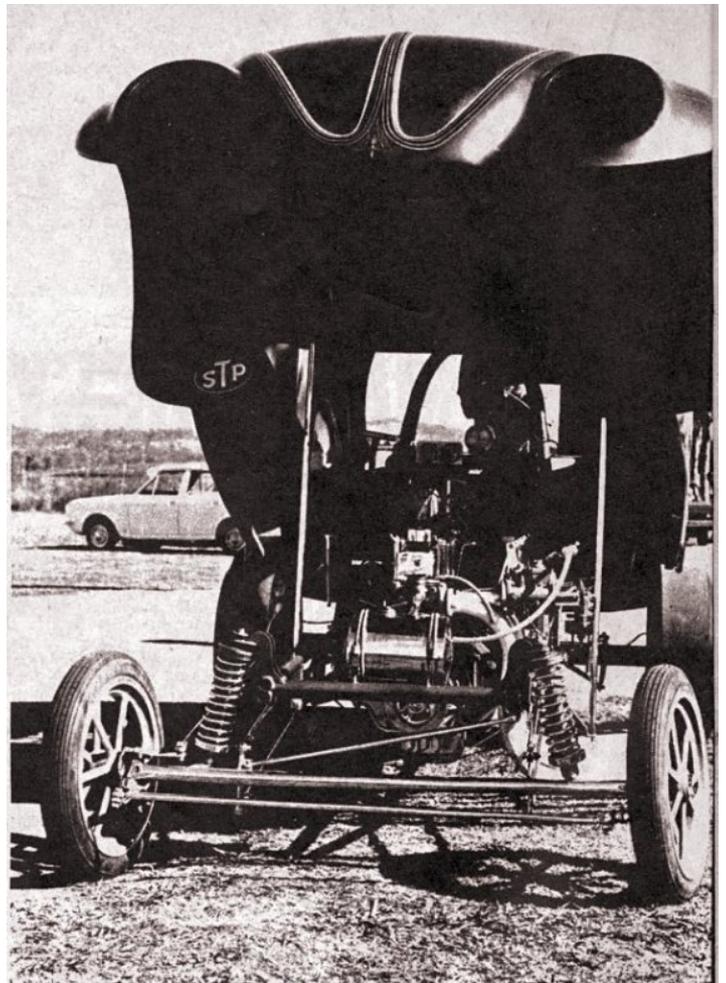
Wheels up front are 12 spoke mags from The Mag. Wheel Centre, shod with 250-15 bike tyres of quite un-pronounceable Japanese make. The rear rim width is eight inch and the rubber here is Firestone F70-14 Wide Oval capped slicks. Braking is by

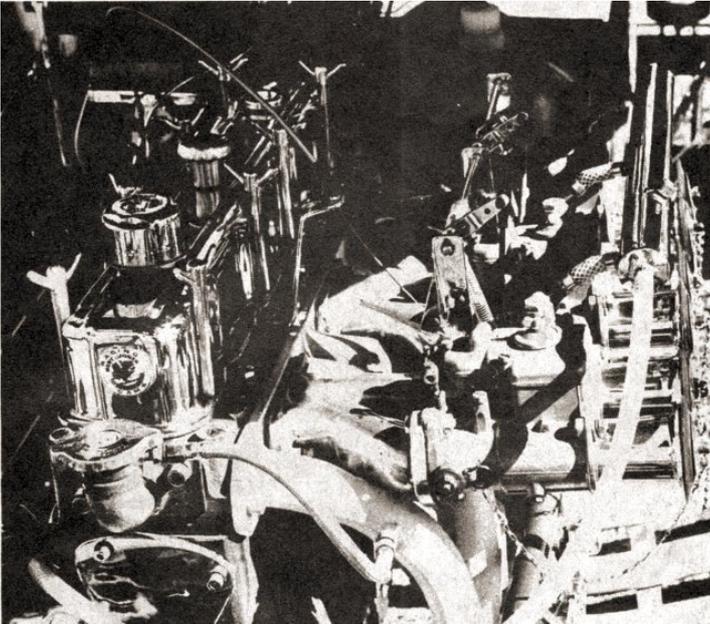
Holden, on the rear only, although this now has an auxiliary system - one parachute ex-Ash Marshall's 'Scorcher.'

The mill is a fully balanced 179, fitted with a machined steel fly wheel by K & M, who also made up the 1/4-in. steel scattershield for the Repco racing clutch. The head has been done by P & R and incorporates Corvette valves and springs.

Three Weber 45DCOE twin choke carbs, mounted to a Lynx inlet manifold, supply the 145 av. gas from a one gallon tank, while a tuned exhaust system made by Dennis handles the extraction of burnt gases - and noise. The only coolant is that which is carried in the block, so naturally neither water pump nor radiator is required.

Engine preparation is handled by Dennis' mechanic





Peter Macrae with the co-operation of sponsor McCallum Motors of the Sydney suburb of Strathfield (a VW dealership).

Transmission - both box and diff - is by Holden of '59 vintage, and no modification has been required to handle the increased power. Later on, whenever more urge is desired, this transmission set up may be revised, although the Holden gear has a good reputation in this respect.

As would be expected the interior is simple and functional, and well done. Instrumentation is confined to rev. counter, oil pressure and water temperature gauges. A three-spoked, alloy wood rim wheel is coupled to an A30 steering box. The driver sits in a snug looking bucket seat, entry and exit to same being only when the body shell is lifted.

'Prickly Heat' is running low thirteens at present. Dennis and Peter say that there is still much to do to get the 179 VW going the way they would like it to. This does not mean that the show aspect will be neglected. The car has already been successfully exhibited, and one look at this attractive altered would convince even the most sceptical that Dennis is a believer in not only going but also showing. Perfection is obviously his trade mark; nothing less is acceptable.

Brier Thomas

Careful on those dunes!

The Sun-Herald, Sunday 6 December 1970

President of the Kurnell Dune Buggy Club, Mr Danny Fleming, this week appealed to unregistered vehicles to keep off the Cronulla sandhills.

He said if anyone was injured by these vehicles, it

could seriously hinder his club's chances of renewing their lease of a section of the hills from the Sutherland Council and the State Planning Authority in April.

Mr Fleming invited anyone building sand vehicles to join his club, which held dune meetings fortnightly on Sundays in an area half a mile long by a quarter of a mile wide.

They could contact him at 56 McKern Street, Campsie. Meetings were held at 226 Princes Highway, Carlton, on the first and third Tuesday of the month.

Entry fee to the club was \$5, with a yearly subscription of \$6, almost all of which went to provide a public risk insurance policy of up to \$500,000 a claim.

Club events were held on Crown land by the club's 100 members.

Mr Fleming said any unfenced land was considered a public thoroughfare and unregistered vehicles using it were liable to a \$200 fine.

Buggies also are subject to a \$4 registration fee with the club.

Mr Fleming said unregistered buggies carried too many people to be safe, and ran anywhere.

Dune buggies could reach 40 mph (65 km/h) downhill.

The club has two Suzuki 250 trail bikes to catch unregistered vehicles and warn them of the risks, but the drivers usually took no notice.

Some buggies - not club - had been clocked at speeds as high as 100 mph (161 km/h) on hard beach areas, he said.



The club has strict rules on buggies, which must have roll bars, and occupants must wear seat belts.

Buggies cannot have sharp edges and there must be brakes on at least two wheels.

Full harness belts are preferred. Club buggies are identified by an aerial at least 10ft (3.1 m) high, flying the club flag and the club registration number.

Buggies have to be sound mechanically and of safe construction.

The number of passengers carried is restricted and pedestrians must be given the right of way at all times.



people I know have studied and carried the same magazine around in their pocket for years, just to make sure they replicated exactly a favourite featured Volkswagen or Porsche.

My advice is to keep going through old books and magazines, and don't ever get rid of them just because your partner says they clutter up the place. Look after them because you have probably invested a lot of money in them over the years.

You can buy cardboard and plastic magazine storage boxes at Officeworks. These hold 20 more magazines vertically and keep your collection neat and organised. Sort them by title and by date and keep them safe.

Not all my favourite titles are published any more, but for Porsches these include Christophorus (published by Porsche AG), Excellence and 911 Porsche World. For Volkswagens, it's Safer Motoring (later VW

Motoring), Ultra VW, Total VW and Volksworld from the UK; Super VW from France; VW Greats, VW & Porsche, VW Trends and Hot VWs from the USA. If you like water-

Books and magazines.

For years and years, I've always collected magazines, books, workshop manuals, sales brochures and instruction manuals on Volkswagens and Porsches.

I've bought them new, second-hand and also had them given to me.

You might think that you don't need magazines and books anymore because of the internet, but that's wrong. There are many details in them that Google can only dream about. Information on the web is limited (and not always right), but with books and magazines the information is endless.

Old magazines never get old, because articles that aren't relevant to you at one time can become relevant later.

For example, say you just bought a Porsche 944 Turbo, commonly known as a 951. Then suddenly, all the 951 stories become interesting. Likewise, if you've owned Beetles for years you might not be interested in reading about Golfs and Passats. Until the day comes when you buy a Golf or Passat.

Also, future projects, ideas, colours, models, wheels, accessories and rally stripes all come from magazines. Many



cooled VWs, there's Gute Fahrt from Germany, VW-Audi Car and Performance VW from the UK. Australian magazines include VW Power, VWMA and of course Zeitschrift. Good luck finding the four issues of New Horizons from 1965-66!

If you're a recent member of Club Veedub, you can upload and read all back issues of Zeitschrift, back to 2006, for free from the website. Go to www.clubvw.org.au/zeitschrift and click on the year you want, then on the month, and the PDF will load. There's also a tab called Old Articles, which is stuff published before our magazine went digital - right back to 1985. Those articles are re-edited and sorted by category for your convenience.

If you're looking for something in particular, there's an index you can upload, to find any article on any VW topic you wish, from over 3,000 articles published in our magazine over the last 15 years. Click on the link under the heading on the 'Zeitschrift Magazine' page. Club Veedub is the only VW club in the world to offer this facility!

The best way to buy old VW books and magazines is to buy someone else's collection that they don't want any more (or their partners have insisted they get rid of).

Books and magazines are best bought at swapmeets, or sometimes at the Salvos and





Vinnies. There are plenty on Ebay at reasonable prices, but postage can be a killer from overseas.

Always study unfamiliar models in books or buyers guides before spending any money.

Also because not many people are spending money on their old cars in Australia, and things are a bit boring, you can easily see what's happening overseas - where things are really happening with the old cars.

I always had the opinion that if I got one piece of useful information from a book or magazine, then it's paid for itself. Why not make your collection bigger?

Don't forget the Club Veedub library has one of the biggest and best collections of Volkswagen workshop manuals, users guides and books for old and new models around, over 200 items altogether. These are available for members to peruse - and borrow - from every monthly meeting, for free. Just see librarian Carl Moll.

Make sure to use it - and bring them back the following month.

Ashley Day

Questions.

The good thing about having Volkswagen as a hobby is that you can learn something new every day - and you can still never know everything about them. They day we pretend to know everything is the day to get out of Volkswagens as a hobby.

Every day they make thousands of new VWs, let alone the hundred million of so they have already made.



Add on top of that all of the different VW models manufactured, in many different VW factories around the world, past and present.

It's come to my attention that some members who read this magazine might need some help with, or to ask some questions about, their Volkswagen (or Porsche).

I am by no means any sort of expert, but I am also interested in learning more about my hobby.

The one thing I do have going for me is that I have played with these cars for over thirty years and maybe I might know the answer to a query you may have. Or if not, I may know someone else who does.

I always use Google when I get stuck, but sometimes this doesn't work.

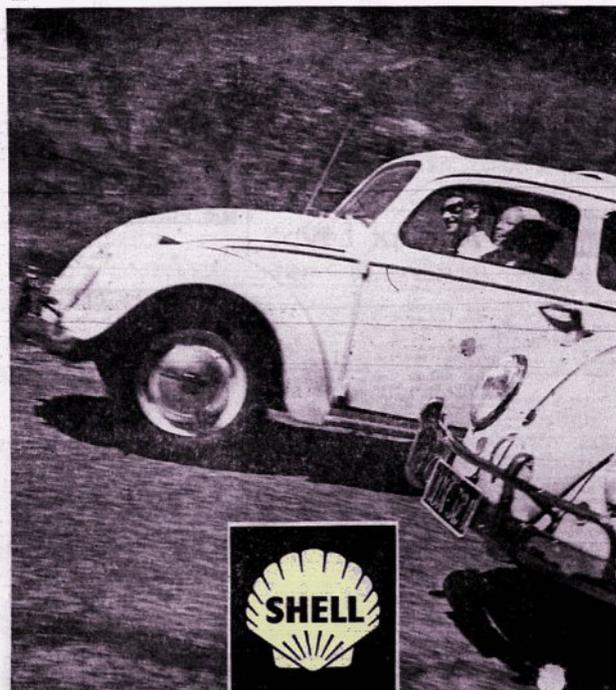
So if you have a curly question about your VW, you can send me a text message and maybe I can help you.

Please keep it to a text message, as I get pretty busy at work. Thanks!

Ashley Day
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water, it will freeze on the glass and you will be worse off. Most people use a mixture of anti-freeze and methylated spirits, plus a little water.

Now the heater is a very important thing because in those temperatures you find every draught in the car. The normal VW heater is rather useless below 32°F (0°C), as the engine really never gets hot enough for it to be effective. Hence for these climates VW have put an extra heating system in the car. This was put in as standard equipment in Canadian VWs from 1967, but before that it was an extra. It is called a 'gas heater', and is located in the boot (or as they call it here, the 'front trunk.')

Hot and Cold Beetling.

Volkswagen Club of NSW 'Club News', April 1969

This article is what you might call the difference in driving a VW in the two extreme weather conditions - that of Australia's heat and Canada's cold. Most of us should know what it's like driving in our climate. If you don't then you don't drive, so I guess that most of this will be telling you what its like in the cold. This could help those people who intend going to the Snowy this year.

Firstly let me tell you what I mean by 'cold.' Most of my experience was in the Province of Quebec and in the New England area of the United States. Winter does not officially begin in Quebec till the 21st December, but the temperature starts getting cold at the end of October. By cold, I mean that it has reached 32°F (0°C). During January and February you could experience temperatures of anything down to -42°F (-41°C) - well below freezing point. The average daily winter temperature of Montreal is -15°F (-26°C).

With temperatures like this the car takes an awful lot of punishment. The musts for a car in conditions like this are snow tyres (which are required by law), windscreen washers, first class battery and a powerful heater. Snow tyres, or as we know them winter tyres, are a must, for if you happen to bump into someone and you are without, then you are automatically in the wrong. Just the same as being hit on the right, or if you run into the back of someone. They are also very useful in gripping the snow. Studded tyres are also available for better gripping on ice. Windscreen washers are a big must, for when the roads get covered in snow, ice salt is put down to melt it. This forms a thick sludge, and if you happen to be in a stream of traffic the windscreen doesn't stay clean too long. Even without the salt, snow falls in big flakes and freezes to the glass. This has to be washed off with the washers. Wiper blades also have to be in perfect condition. The liquid used in the washers has to be something that won't freeze. If it is just

This little unit, made by Eberspacher of Germany, uses a small amount of petrol to produce the hot air. This is then blown into the car by a small electric fan. It is very effective, but I don't see a need for it in Australia!

A very important item to be checked before operating in the cold is the engine and gearbox oil. Once temperature gets below 32°F (0°C), it is time to put 10 SAE in, and 70 SAE in the gearbox. Once it reaches zero F (-18°C) the engine oil goes down to 5 SAE and the gearbox to 50 SAE. This is to stop the oil getting so thick that it won't lubricate (also hard to start).

Another item to be sure is in tip-top condition is the battery. Below zero (-18°C) it loses up to 70% of its power, so if it doesn't start it's off to a phone for help. You can imagine what a big advantage the air-cooled engine has over the hot water system type.

As I mentioned before, salt is put on the road to melt snow and ice. This has a big effect on all cars, including VWs. Ice forms on the road during periods of frequent rain. This happens when the air temperature warms up - instead of snowing, it rains. But alas the ground temperature could be anything down to -20°F (-29°C), so the rain turns to ice as soon as it hits any object. Ice is also formed when the temperature warms up and starts melting the snow, which is then snap frozen again. Salt causes all sort of damage to cars - mainly rust. My poor VW was really affected by it. It was a





1962 standard beetle. During its time with me both its running boards fell off, both rear fenders and the rear bumper. This is only mild to what saw happen to some cars. Those big 'yank tanks' weigh so much that as soon as the floor and frame start rusting, they fall in half. They don't have annual registration checks here. That's why cars in this condition are on the road, and there are no cars anywhere more than five or six years old. Some as new as 1968 models could be seen with rust in the panels. Very few of the latest model VWs (German-made remember, not Australian-made like ours) are seen with rust as they are well protected by hot wax dipping at the factory - not like mine. A car has to be washed almost every day to remove the salt.

I would now like to tell you something of the road conditions over there. There is quite a difference in the road systems in the cities and main long distance highways compared to here, but normal secondary roads here, in my opinion, are better. I lived in Montreal, which has a similar population to that of Melbourne but the expressways leave even Sydney for dead. I don't know why a city smaller than Sydney can have expressways and we don't. I lived about 10 miles (16 km) from the centre of town (downtown, or as the French Canadians call it, Centre Ville) and for 9 miles (15 km) of that I could travel at 65 mph (105 km/h) on an expressway. The other mile was taken getting to the expressway. It ended right in the centre of town.

There are three systems of expressways covering Montreal. One is elevated some 20 feet (6 metres) above ground; another is sunk into the ground some 20 feet (-6 m) like a canyon and the other is at ground level. The long instance roads were mainly of four lanes separated a large median strip up to 30 yards (27 m) wide. On these type of roads you can travel to New York City (60 miles / 97 km); Quebec city (150 miles / 242 km); Toronto (300 miles / 483 km) or to the ski centres north of Montreal (70 miles / 113 km). These types of roads have their disadvantages, of course, especially with a small car, namely the VW, for 90% of the highways have a maximum speed limit of 65 mph and a minimum of 55 mph (86-105 km/h). Like our highways here not many people stick to the exact

limit, so if you are doing the speed limit you get run off the road. Most cars do 70 to 75 (113-121 km/h) and for a VW Beetle to do this it means going flat out, uphill and down.

Another hazard driving at these speeds on these roads is that they are open to cross winds. Unlike the country along the east coast of Australia, the country is very flat (it was ground flat by thick ice sheets during the last ice age), and has quite a few wind storms. Doing 70 mph (113 km/h) with cross winds can be very tricky, so this means that you have to slow down and get run off the road. This has been greatly improved in the new 1500 Beetle with the new double-joint rear suspension, plus the addition of radial ply tyres. An Aussie friend of mine over there bought a 1500 and the road holding has been greatly improved. This I discovered on a testing run covering 320 miles (515 km) in 5.25 hours.

Of course our Australian VW 1500 Beetles with manual gearboxes still have the older swing axle rear suspension, but they do have a 'Z' bar compensating spring now. Only the semi-auto 1500 Beetles are double-joint in all markets. Perhaps you would also like to know some other differences in the VWs in Canada/US to our locally made model sold here. The main ones are that on Aussie ones the dashboard is not padded; there is no built-in head rests on the front seats; no reversing lights which are built into the tail light assembly; and no emergency warning system whereby all blinkers flash at the same time. This gives a warning to other motorists that there is trouble ahead. This is a great contrast to the system that is used in Canada and U.S. where VW have a healthy hold of the small car market. I can't understand the reason for leaving these out, as our Australian-assembled VWs are still made from mostly German parts; our cars just don't have as many goodies. Apart from that they are exactly the same; only the steering wheel is on the wrong side.

I hope that some of the information regarding the cold weather driving may help those of you who go to the snow during winter. I don't recommend going to Montreal to check it out first.

Alan Colling





Volkswagen Australasia Limited.

Volkswagen Club of NSW 'Club News', November 1967

The Volkswagen group factory in Melbourne, Australia, which manufactures the 1300 Custom and the 1300 Deluxe Sedans, the VW 1600 Deluxe Sedan, 1600 VW Fastback, the VW 1600 Squareback, seven types of VW Commercial vehicles, as well as special bodies for all types of industry, has a capacity for 135 motor vehicles over an eight hour shift.

Volkswagen Australasia Ltd is the centre of manufacturing and marketing for the VW world group in Australia, and the South Pacific and South East Asia areas.

The history of VW operations in Australia abounds in moves and reshuffles reflecting the rapid pace of growing intense competitive pressures faced by automotive manufacturers in Australia.

The first Volkswagen vehicles were imported into Australia as 'fully built' cars by Regent Motors (Holdings) Ltd of South Melbourne, an old-established automotive importer who acquired Australasian rights in 1953 from the Volkswagenwerk AG, of Wolfsburg, West Germany. Regent Motors' principal, Lionel W. Spencer, had sold small German DKW vehicles in Australia before the war. In 1953 his pre-war German friend and business contact, Baron Klaus von Oertzen, invited him to Wolfsburg to visit the Volkswagenwerk. Von Oertzen convinced VW Germany to sign Spencer's Regent Motors as the Australian Volkswagen concessionaires.

The first Volkswagens were displayed at Regent Motors' South Melbourne Rover showroom in December 1953, presented by Baroness Irene von Oertzen. The Volkswagen made its public debut at the Melbourne Motor Show in March 1954, when the first twelve cars were

officially sold. The Volkswagen's NSW debut was at the Sydney Royal Easter Show in April 1954, presented by the recently appointed NSW VW agency Lanock Motors Pty Ltd.

Due to tax concessions offered on locally-made cars, local assembly of VW vehicles from German CKD ('completely knocked down') kits started under contract with Martin and King Pty Ltd, a Melbourne railway carriage and motor body works owned by Clyde Industries Ltd. Assembly was carried out at Martin and Kings' Clayton works, near Melbourne.

In July 1955, Volkswagen Australia Pty Ltd was formed by Regent Motors to handle VW administration, finance, marketing and engineering. This followed a decision to commence local manufacturing operations in Australia, and in December 1957 Volkswagen Australasia Ltd was incorporated. The

original investors were Volkswagenwerk AG of West Germany, Regent Motors (Holdings) Pty Ltd, Clyde Industries Ltd, and LNC Industries Ltd (owners of Lanock Motors).

The new company bought out the assembly plant and facilities from Martin and King Ltd. Work began to expand the 60,000 sq ft Martin and King plant to 600,000 sq ft, to incorporate a press shop, baked enamel paint shop, additional assembly lines and quality control facilities, commenced in 1958. An additional 33 acres adjoining the plant were acquired from Allied Ironfounders Pty Ltd in 1959 for a new administration centre. The first locally-pressed panels were incorporated into the VW Transporter in 1959, and the 1200 series in 1960.

Introduction of the VW 1500 sedans and station wagons to the Australian model line in 1963 required additional assembly lines, while the five-year plan to lift the Australian content to 95 percent meant that the new 400,000 sq ft building 'Hall 2', new plant and machinery had to be erected.

Engine manufacturing facilities and the new non-ferrous foundry in 'Hall 2' came into operation in 1967, together with a central service centre.

Unfortunately, however, substantial reorganization in



the local VW organisational structure had to be carried out, accompanied by major changes among key executives in the local VW group. Faced by a continuing down-swing of sales fortunes and financial losses, the parent VW company in West Germany later assumed direct control of Volkswagen Australasia which had become a wholly-owned subsidiary of Volkswagen AG.

In a recent article featured in a daily newspaper Mr Cook of Volkswagen Australasia Ltd, remarked that Volkswagen has no interest to initiate or participate in any move to pressure the Commonwealth Government to change its legitimate policies in the national interest. He also says that rumours that Volkswagen Australasia Ltd has discussed the possibility of such moves are completely incorrect.

Volkswagen's basic option seems to rest primarily on the backing of VW's huge regional organisation and hopes that the new emerging group of first car buyers - mainly younger people and young people just married - will provide additional demand in the future. He said a new 'lifestyle' model Volkswagen will soon be released on the local market to appeal to younger buyers (this would be the 'Country Buggy' - Ed.)

It appears that Volkswagen also hopes that it will be able to at least hold its present share of the market against the competition from imports, while the slow but steady new market would gradually take up the slack.

In addition, there are hopes that the VW's competition will gradually push up the low prices of the low and medium-low price models into the medium and upper medium bracket, vacating a new low and medium low class market for basic models.

(Note - this did not happen. VW's 1967 sales dropped further and VW Australasia incurred further substantial losses. After a VW Germany auditing team visited the factory, all investment in Australian VW manufacturing ceased. The past investments were written off, the manufacturing jigs, presses and tooling removed and sold off, and the plant was reconfigured for CKD kit assembly only. The Australian 1300 Deluxe model ended in March 1968, replaced by fully imported German 1968 1500 Beetles. Local CKD assembly of these began in June. The last 1300 Custom and Country Buggy were also made a few months later and these models discontinued. The new T2 VW Commercial and the updated Type 3 range were also converted back to CKD assembly.

Then, in mid-1968, the Volkswagen Australasia Ltd company was dissolved by VW Germany. Instead, a new company called Motor Producers Ltd, owned by VW Germany, was created solely to run the Clayton plant which VW Germany still owned. Assembly of other makes - Datsun and Volvo cars, and Mercedes trucks - began under contract, alongside VW assembly.

The national VW sales, service and distribution rights were awarded to Sydney's LNC Industries, who formed a new subsidiary, Volkswagen Australia Ltd.

After a brief recovery, sales dropped further after 1971 as Japanese competition increased. VW Germany sold the Clayton plant to Nissan in 1975, and Volkswagen assembly



(Beetle, Passat, Golf, Commercials) continued for a short time under Nissan control but ended at the end of 1976. LNC retained the Australian VW import licence, but by 1977 their Volkswagen business was only one of several dozen LNC subsidiaries. With LNC's Subaru and Honda franchises booming, the VW business was wound down. The last Commercials were imported in 1979 and the last Golfs and Passats in 1980, although old-stock sales continued until 1982.

The T3 Transporter was the only new VW available from 1982 until 1986 when LNC ended all Volkswagen imports and closed down their VW business. LNC Industries lost the VW/Audi franchise in 1987. Volkswagen sales were restarted by Ateco in 1989, TKM in 1991 and Inchcape in 1993. Today's Volkswagen Group Australia was formed in 2001 - Ed.)

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75 years since Wolfsburg's liberation.

Seventy-five years ago, on April 11, 1945, US troops liberated the Volkswagen factory in Germany and freed about 7,700 slave labourers who had been forced to build Kübelwagen military vehicles for the Nazi war effort.

Thus ended the dark beginnings of what became the Volkswagen concern, while opening the remarkable story of the company's rise as a global manufacturer of innovative vehicles for the masses.

In memorializing the anniversary, arguably one of the most important in company history, Volkswagen has released the in-depth story of the days leading up to and following the liberation, complete with eye-witness accounts from the freed workers who were brought in by the Nazi regime and forced to labour in the factory.

Only 630 Beetles ('KdF-Wagens' as they were officially known) were built during the war years, all of them going to Nazi party officers and staff members. Instead, the factory was turned to producing materiel for the war effort - 70,000 Kübelwagens and 11,000 Schwimmwagen vehicles, plus trucks, trailers, aircraft parts, mines, hand grenades, tank tracks, gas stoves - and later, parts for the V1 buzz bombs.

Up to 17,300 forced labourers had been detained there during the war, some coming from concentration camps in Poland and the Soviet Union. Ferdinand Porsche's son-in-law, Anton Piëch, became plant manager in 1941. He bluntly admitted he had to use cheap Eastern workers in order to fulfil der Führer's demand that the KdF-Wagen be produced for just 990 Reichmark.

The RAF's Bomber Command began strategic bombing of Germany in February 1942, joined by the US Eighth Air Force in January 1943. By November 1943 more than 500,000 sorties had been flown, destroying up to 10% of Germany's infrastructure.

The giant VW plant was unprepared for war, an uncamouflaged, unmistakable rectangular colossus beside the Mittelland Canal. There weren't even any underground bomb shelters, as the factory had been built on a swamp; only ground-level shelters were available. The factory grounds were soon fitted with trenches and anti-aircraft guns, but the Allies did not initially consider the colossal VW plant to be a priority target and no raids came. The Allied Forces

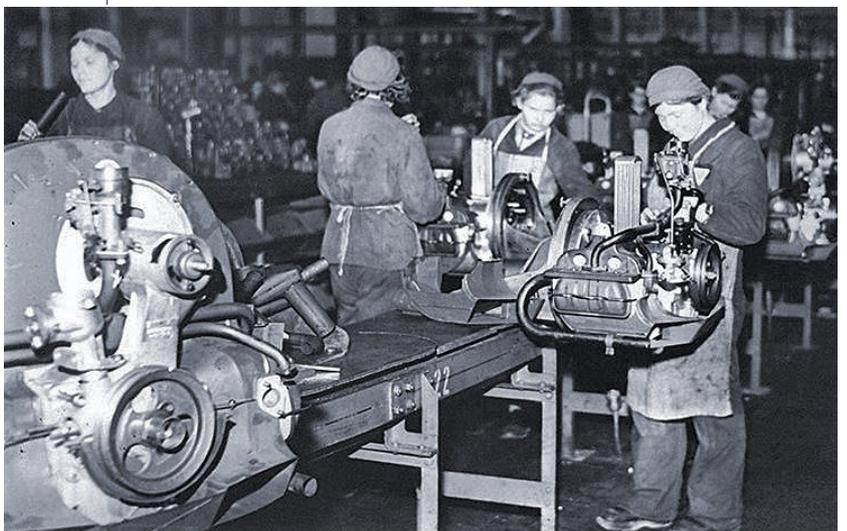
chiefs knew that foreign forced labour was used at Wolfsburg and that many of the barracks were close to the factory. It was the assembly of the dangerous V1 flying bomb that finally made the works a target.

Just after 2pm on Saturday 8th April 1944, the VW plant experienced its first air raid when 50 American bombers approached from the south-east and dropped around 2,000 high-explosive and incendiary bombs. Damage was light but 13 workers were killed and 40 wounded. Three weeks later on 29th April, a crewless British bomber crashed into Hall 1, completely destroying an area of 80,000 m².



Three heavier raids followed. At 9 am on Tuesday 20 June 90 more American bombers and 30 escort fighters hit the factory, killing 23 workers and injuring 93 and causing considerable damage. On Thursday 29 June there was a 9:30 am attack by 65 bombers, which killed 14 more people and severely damaged the plant, town buildings and prisoner barracks. The last raid was on Saturday 5 August, when 80 aircraft further damaged the factory, kitchens, barracks and surrounding streets, as well as killing 7 people and wounding 27. More than two-thirds of the Volkswagen plant were now completely in ruins.

Interestingly, one particular bomb from one of these raids fell on the factory's power plant and landed right between two of the plant's generation turbines. It was a dud - it didn't explode, and was eventually deactivated and removed by British troops after the end of the war. Had it exploded, however, it would have destroyed those turbines and the factory's ability to generate power. No further work would



Forced female laborers assembling engines during WWII

have been possible as replacements would have been impossible to get in post-war Germany. Detonation of that one bomb would have meant no chance of ever restarting the factory, the 'green field' demolition of the entire works and no future Volkswagen company.

At 8:45 pm on Tuesday 10 April 1945, the sirens in Wolfsburg sounded a warning that tanks were approaching the city, and at 9 pm another siren warned of an air-raid. Neither happened. American armoured infantry had indeed reached the village of Fallersleben nearby, but the Americans did not come on to Wolfsburg. They didn't know it was there - it was not on their maps as the town was too new.

There was great unrest in the foreign labour barracks. The SS guards had fled, and remaining German soldiers and Nazi city officials burned their uniforms and records. When it was obvious that the Nazis had gone, the prisoners broke loose and went on a looting and sacking rampage of the barracks, township and the factory. The operating machinery and power plant were safe, still manned by German workers, but the unguarded administration centre, executives quarters, garages and offices were trashed and burned.

With no law and order at all and all telephone lines down, the factory's civilian chief inspector Rudolf Brörmann and a colleague drove to Fallersleben to meet the Americans and urge them to occupy Wolfsburg before further rioting broke out. Due to language difficulties their message was not understood and they returned without success.

The following morning, Wednesday 11 April 1945, the Wolfsburg Catholic chaplain, Pastor Holling, determined to try again. Accompanied by a French priest from the barracks (who spoke English), they took a German Army ambulance and drove to Fallersleben. They found the American army unit there was just one young lieutenant and eleven men. The priests explained the situation in Wolfsburg and repeated the request that the Americans move there quickly - adding that there were 20 American children in Wolfsburg needing protection. These were children of German-American engineers that Dr Porsche had brought to Germany before the war.

That did the trick. The lieutenant cranked at his field telephone, and the priests returned to Wolfsburg accompanied by a jeep and an armoured car. Later that same day twenty Sherman tanks and two hundred US soldiers arrived. The



Completed Kübelwagens at the factory after liberation.

Americans had to fire numerous warning shots, but they quelled the rioting labourers. The Americans posted signs saying that looters would be executed on the spot.

When things had settled down and the Americans had a chance to inspect the bomb-damaged factory, they found much damage and missing machinery and components, but there were about 50 completed Kübelwagens ready to be shipped out. US servicemen pressed them into service, calling them Volkswagen Jeeps.

As segments of the factory were put back into working order, more than 80 more of the rear-engine all-terrain vehicles were subsequently assembled from left-over parts for use by the US and British military. However there was no future for the Kübelwagen - the bodies had been made by Ambi-Budd in Berlin, a city now in ruins. Their factory was destroyed and the body dies no longer existed, and in any case the remains were now in the Russian sector of Berlin.

The Allies divided Germany up into four occupational Zones. The Russians got eastern Germany, while the Americans got the central and southern Bavarian region, and the French the western region close to the French border. The north-western region adjoining Holland and Denmark was the British zone.

The VW factory and its town, being east of Hannover and south-east of Hamburg, was within the British Occupation Zone - albeit less than 10 km from the Russian Zone border. Therefore a British Army infantry unit arrived in May 1945 to take over the town (and factory) from the Americans after six weeks of caretaker occupation.

At this point the town didn't even have a name - the pre-war Nazi name of 'Stadt des KdF-Wagens bei Fallersleben' was certainly not used by anyone - so one of the first things the British did was appoint an embryo town council, who at their very first meeting on 25 May 1945, officially named the town Wolfsburg. The British also renamed the factory the 'Wolfsburg Motor Works', but this name would only last as long as their caretaking.

The factory was slated for demolition, but Colonel C.R. Radclyffe, transport commander of the entire British Zone, brought in a unit of the Royal Electrical and Mechanical Engineers (REME) to thoroughly inspect the works and set up a repair shop for British military vehicles in the most undamaged section. He placed Major I. Hirst in charge of the repair shop, and by extension, the VW works.



US troops after their arrival at the Volkswagen factory

Enthusiastic German engineers, mechanics and workers were soon repairing British Army trucks, and word got around to other units in the Zone that a good quality repair shop was operating at Wolfsburg. Gradually the workers also cleaned up debris from other factory areas, brought back missing machine parts and returned them to working order. Before the British were aware of it, they had made two complete Volkswagens from left-over parts and one surviving heavy press.

Members of the British Military Government were impressed by the little air-cooled cars that Ferdinand Porsche had designed; they were familiar with them from the African campaign. There was increasing demand for transport; workers were pouring into Wolfsburg looking for work, and the British had a giant bombed-out factory lying idle. It made sense to restart production. By the end of 1945, six thousand workers had produced 1,785 Volkswagens. They proved to be the start of the Volkswagen phenomenon that would spread worldwide.

In October 1946, the factory celebrated the production of its 10,000th sedan, and by the end of 1948 some 40,036 had been built under the most trying circumstances. But Germany was recovering quickly. The British handed the concern back to the Germans in January 1948, when Heinz Nordhoff became the new boss and the factory renamed as the Volkswagenwerk. The British, French and American Occupational Zones united on 23 May 1949 to create the new Federal Republic of West Germany. The new deutschmark had already appeared the year before, and the economy was booming. The German 'Economic Miracle' had begun.

The Volkswagenwerk had no 'owners' or shareholders, so all profits could be ploughed back into expansion. The factory was repaired, enlarged, rebuilt, and enlarged again. Production rates soared. In 1948 the factory produced 19,244 VW Beetles, and in 1951 it was 93,709, plus another 12,000 Transporters. In 1954 VW produced 242,373 vehicles; in



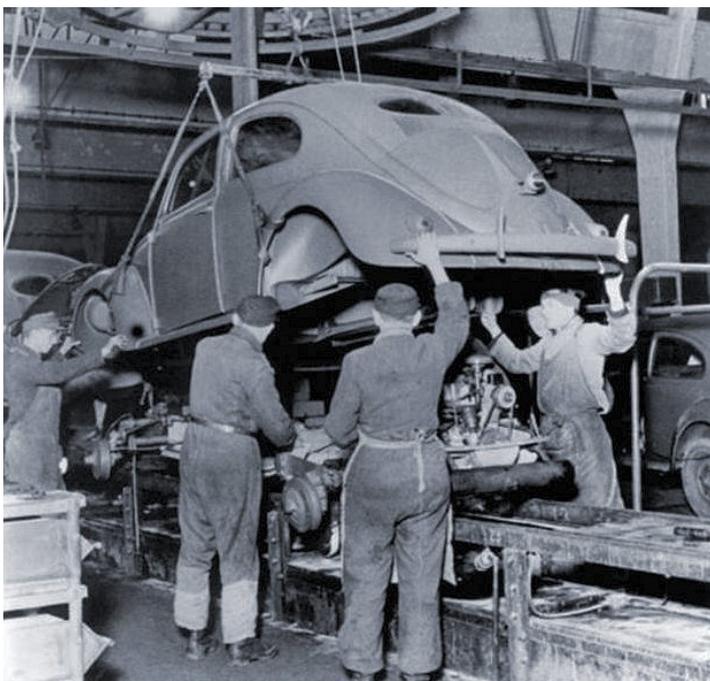
VW Beetles were in full production by the end of the decade

1957 it was 472,554. In 1960 865,858, and in 1965 it was 1,542,000. The one millionth VW was made in 1955, the two-millionth in 1958, the five-millionth in 1962 and the ten-millionth in 1967. The fifteen-millionth came in 1972, when the Beetle overtook the Ford T-Model as the most popular car in history. The twenty-millionth came (in Mexico) in 1982, and when production finally ended in 2003, some 21,529,464 had been made in over a dozen factories across the world.

The Beetle has long been replaced by VW's modern range, which has climbed even higher production heights. The VW Golf, which first appeared in 1974 as the Beetle's replacement, has gone on to sell over 35 million units, with the Jetta - a Golf with a boot - selling an additional 18 million.

With the world today on lockdown against an unseen enemy, the Volkswagen story serves to illustrate that great things can come from the worst of times when goodness and decency prevail.

Expanded from an article found by Carl Moll



Workers assemble a Beetle after the British started production

Swings and roundabouts.

When it comes to restoring or repairing old Volkswagens or Porsches, you'll always find that parts are either missing, damaged or wrong. Sometimes, you can't even find, or afford, the parts you need, or wish for.

This is when we call on friends, or when friends call on you.

Dream cars can seldom be built alone. Everybody needs the help of other club members to make the special or dream cars.

Over the years, club members have always sold - or given - parts freely to help others achieve their VW-Porsche dreams.

Nobody has ever said, 'I gave you a part worth \$200, you owe me parts worth \$200.' It doesn't work that way. Parts are just given when needed, or at the very least, sold for very reasonable prices.



Sometimes, money just devalues things between friends.

You might think people will just rip you off, but over the years it's all worked out more than fair for me and for everyone involved.

Don't ever take advantage of your friends and fellow VW enthusiasts, because nobody likes that.

Only ever ask for what you need, and people are only too happy to help.

Not only that, if friends don't have the part you're looking for, they always know another friend who does.

Where can you find good friends like this? Club VeeDub Sydney, of course.

Ashley Day

Cease and assist.

I don't know if you believe it or not, but Volkswagens and Porsches can sometimes break down, or fail to proceed. It can happen to the newer cars, but I'm mainly talking about the older vehicles.

One of the best things about driving VW-Porsche cars in the old days was that, if for some reason you broke down, it didn't take long before another Volkswagen or Porsche driver stopped to help or assist.

Because people have always helped me when I have broken down, I have always stopped to help others.

I have driven home to get them a part, or to the shop, to help them get on their way again.

Sometimes there's nothing you can do, but you can let someone use your mobile phone, or you could leave them a drink, or push them out of harm's way.

I always carry enough tools to help others.



Sure I've had to stop and help drivers of other brands, but this is mainly a VW-Porsche thing. We all stick together and help each other out.

It's not something we only used to do – in the last month I've helped a few people. Old Volkswagens and Porsches are still breaking down, for one reason or another, so if you see one in trouble, maybe ask if they are OK. Obviously, keep it safe, and watch for traffic.

Doing this can make you feel good, because you have done your good deed for the day.

Luckily, newer Volkswagens and Porsches are very reliable, compared with the older cars.

Ashley Day

Jeff's internet what-nots.

Here's some amusing items from the internet. Good to have a smile and a laugh while we're all in lock-down.

This is a heart-breaking alcohol-based accident.



How to cut your VW's costs in half.

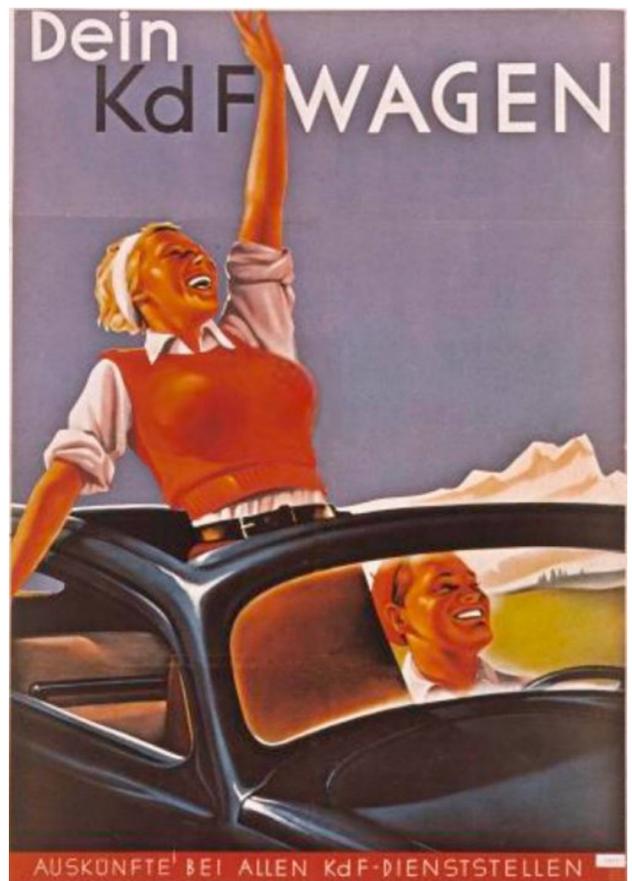


Symmons Plains 1967

I was told that men usually like a woman that resembles their favorite kind of car...



In my case she'd be 35 to 60 years old, petite yet curvy, slightly broken, with a noisy rear end, and leaves a wet spot anywhere I put her.



HANS LOOSER



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is your heart!

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