

# Zeitschrift



Volkswagen T-Cross - Polo-based small SUV.

**July 2020**

**IN THIS ISSUE:**

**VW T-Cross review  
Eberspacher heater  
VW 1500 Commercial  
More Ash articles**

**Winter Motoring  
1970s Bug-Ins  
Gold Coast Wrecker  
Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2019-20.

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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
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<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>		
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Eddie Fleita	Joe Buttigieg	
<b>General Committee:</b>		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

## Canberra Committee.

<b>President:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Secretary:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	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.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/clubveedubcanberra/](http://www.facebook.com/clubveedubcanberra/)



## 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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

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See the back page for all 2019 VW Nationals sponsors.



2020

# WINTER EUROPEAN CRUISE



MT WILSON



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"WINTER EUROPEAN CRUISE" TO MT WILSON

IN THE BLUE MOUNTAINS NSW FOR A BYO PICNIC LUNCH ON

SUNDAY 30TH AUGUST 2020

SPLIT KOMBIS TO LEAD CRUISE



**ITINERARY:**

- From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill) Cnr Windsor Road & Groves Ave.
- 9.30am: Splitting from McDonalds.
- 10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)
- 11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot. (Depart 11.20am)
- 12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson
- 12.30pm: BYO Picnic Lunch
- 1.30pm: Sponsor Awards
- "Best Split Window Kombi" sponsored by Andrew Dodd Automotive.
- "Best Other Attending VW" sponsored by Forty Horse.
- "Best VW Commercial Vehicle" sponsored by Kombi Koffee.
- "VW Dedication Award" awarded by Simon Barnfield.
- 2.00pm: Thanks Everybody For Your Attendance You Can Now Split.



Event Contact: Simon Barnfield  
Email: [kombis2u@gmail.com](mailto:kombis2u@gmail.com)  
Facebook Group Register: Australian Split Window Kombi Winter European Cruise 2020





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# Sydney German AutoFest (SGA) Sunday 25 October

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## COMMENTS

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### Summary

#### WHERE AND WHEN

Start 25 Oct 2020 at 8:00am AEDT  
End 25 Oct 2020 at 3:00pm AEDT  
Location Bayview Avenue, Earlwood, NSW, 2206, Australia

#### TICKETS

SGA \$15.00



[Contact organiser](#)



## Von dem Herrn Präsident.

Hi all, well I hope you all keeping well. Thanks to the lifting of restrictions, as from the 9th July we will be able to have committee meetings again at the Arena Sports club. Normal monthly club meetings are still not possible, but we will be able to resume normal club meetings when restrictions are further lifted.

I need to thank Norman Elias and his family for picking up the club magazine from the printer, putting them into envelopes then putting stickers on them and then posting them out to our club members. It was a great help not having too many people handling the magazine. With committee meetings resuming we will go back to doing this job at the committee meetings.

Thank you again to everyone who has been submitting material for the magazine, especially Ash, Carl and Jeff, sending through far more stuff each month than we can use. Even I've been doing it - I found that article last month on the Porsche 911 Herbie.

Normally, if we had our monthly meeting this month, it would be our AGM and all the committee positions would be vacated and re-elected. Of course this isn't possible under the current circumstances, so we'll just continue on with the current roles until we can meet again.

So many events have been cancelled this year, so I really hope that the Winter European Cruise to Mt Wilson can go ahead in late August.

I organise via Facebook a Der Erste Freitag (1st Friday of the month) meet. We had the first one back this month. The weather was cold but we had a massive turnout with lots of new faces; people just want to get out and have a drive. We were able to have social distancing as people gathered in groups of five to ten people.

I recently had to organise conditional registration on my son's Beetle. It involved a bit of backwards and forwards mailing but it all happened reasonably quickly.

So see you all soon,

Steve Carter



## Kanberra Kapitel report.

Greetings all.

I hope everyone is doing well. It's certainly unusual times we are in.

There's not much at all to report from down here. Other than its cold. Oh, I did finally get the reverse camera fixed in the Scirocco!!

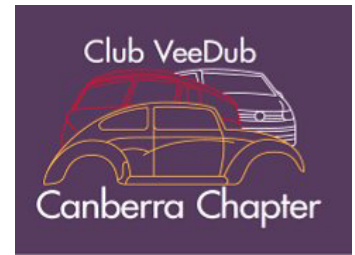
Some of the team recently joined the South Coast Dubbers for an adventure down to Bateman's Bay. David Cook's review on that will feature in next month's edition.

The committee for the German Auto Day (GAD) met

recently, we should know in the next few weeks if it is still going ahead for the end of September 2020.

We are looking at starting up the monthly meetings again and hopefully doing some restricted cruises. Keep an eye out for that.

Keep safe.  
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](http://www.clubvw.org.au) / events for the latest information and any changes.**

### July.

**Thursday 9th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm. Committee only!

**Thursday 16th:- CLUB VW MONTHLY MEETING - CANCELLED**

**Monday 27th:- Canberra General Meeting - CANCELLED**

### August.


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



**Thursday 13th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

**Sunday 30th:- Split-Window Kombi Winter Cruise to Mt Wilson in the Blue Mountains.** Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at [kombis2u@gmail.com](mailto:kombis2u@gmail.com) for more info.

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



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**Sunday 25th:- Sydney German Autofest** at Gough Whitlam Park, Earlwood - to be advised

**Monday 26th:- Canberra General Meeting** - to be advised

## Marktplatz.

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

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

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

## New ads.

No:	1969 VW beetle body parts available:		
2	rear mudguards	each	\$50.00
1	front left mudguard		\$50.00
1	front right mudguard (damaged in headlight area)		free
2	rear quarter window glass	each	\$50.00
1	rear window glass		\$70.00
1	engine lid		\$50.00
1	front bonnet (damaged in front)		free
1	front end and steering assembly - complete, with wheels and disk brakes.		\$90.00
1	chassis (some rust, but generally OK)		free
2	Doors - complete (including glass and mechanism)	each	\$80.00
	Body - very rusty and in poor condition with some areas in front wheel area cut away. May be suitable for parts		free
0	Sorry - but no engine, transmission, wheels, seats or internal upholstery. Many other smaller parts available. I don't want to throw any away. Write to <a href="mailto:irwinhodder@hotmail.com">irwinhodder@hotmail.com</a>		-

## September.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 10th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Thursday 17th:- CLUB VW MONTHLY MEETING** - to be advised

**Monday 28th:- Canberra General Meeting** - to be advised

## October.

**Thursday 1st:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 8th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Thursday 15th:- CLUB VW MONTHLY MEETING** - to be advised

For Sale:- I have some parts from a 1969 Beetle available to sell or give away. I have listed a few parts that are available - it is not a whole car. On the table above is a list of the parts, with some prices, and what's not available. The parts are in Canberra. Contact Irwin on 0404 568 803 or email [irwinhodder@hotmail.com](mailto:irwinhodder@hotmail.com)

**For Sale:- 1970 Type 3 1600 Notchback TS.** I purchased this car which was an original one-owner car from Rural Victoria, in the same family for 50 years. Comes with original Vic number plates, 50 yo Owners Manual, 1969 Vic street directory and 43 yo workshop manual. The car was always registered until about 8 months ago, when they decided to move the car onto the next owner. I am a VW enthusiast and was planning to keep the vehicle as a Sunday driver, however now my family circumstances have changed and I no longer have the room to keep the car. The car was restored about 10 years ago, and has only minor rust in the sills. The window





seals and panel seals have been replaced. The car is roadworthy and now under Historic Registration (Not Transferable). \$16,000ono. Please contact Daniel for further details – phone 0411 026 461 or email [daniel\\_berenger@hotmail.com](mailto:daniel_berenger@hotmail.com)



**For Sale:- Green 1098 Golf VR6.** Not registered or running at the moment. Good for project or parts. Just needs battery and fuel pump (new fuel pump included just not installed yet). Asking price \$3,000. Please contact Jon for further details 0421 468 007 or email [joncemail@gmail.com](mailto:joncemail@gmail.com)

**For Sale:- 1972 VW Superbug S (1302S).** First registered April 1973. Has original log book, instruction manual and sales docket. Car originally purchased from Greg Cusack Pty



Ltd Canberra and serviced by Cusacks until 1993. Current owner purchased from Muller & Muller VW, Lakemba on 30 June 2000. Car has been in regular registration every year since. Currently registered until 30 June 2021. Car has been serviced for past 20 years by Andrew Dodd Automotive, North Rocks. All receipts held. Current odometer reading is 19,590 miles. Garaged locally, the car has been minimally used over the last few years. Colour is 'mustard' and a good looker. Reluctant sale due to ill health of owner. A good, straight, very original car with roof rack. Very good for current use or restoration opportunity. Asking price \$9,500.00, negotiable. Would like it to go to a VW Club member or VW enthusiast. Contact owner Carla on mobile 0404 024 922 or email [carlaramsland@gmail.com](mailto:carlaramsland@gmail.com)

## 2nd Month ads.

### For Sale:-

I recently purchased a VW Passat from Sydney and had it transport down to Melbourne, since been re-



registered and all is good. It came with personalised NSW Euro style number plates 'PASSAT' which I have no obvious use for. NSW Roads Department tell me that anyone holding these plates can request them to go on any currently registered car. This is very different to the way personalised plates are handled down here with VicRoads. They also told me there is





a yearly charge for displaying such plates on your car in NSW. Is anybody within your club interested in making an offer for these plates? Thanking you in anticipation and good luck in these strange times. Contact Ross Ross Wilkinson at (03) 9788 7740 or email [rwilkinson@pgs.vic.edu.au](mailto:rwilkinson@pgs.vic.edu.au)

**For Sale:-** I have a 1976 VW Kombi van which is from a deceased estate. I'm trying to sell it as the deceased was my brother and he had some outstanding debts that I'm trying to settle. It's a 1976 blue Kombi, 5 seater, 2L engine. It's in running shape and is drivable, but needs some work done to it. Currently it's on historic plates. Please let any of your members who may be interested in buying it to contact me. Regards, Adel 0412 633623 or email [adel@lanwise.com.au](mailto:adel@lanwise.com.au)



**For Sale: Car fridge/eski and umbrella accessories** for VW Sedan purchased by my father in law in 1959/60. Asking Price \$200. Contact Kerry Gracan on 0417 509147 or email [kezza.gracan@gmail.com](mailto:kezza.gracan@gmail.com)

**For Sale:-** Hello! I work for a Trading Company located in the south of Brazil. I inform you that we have in our region a large quantity of (used) VW Campervans T1/T2 for sale and ready for export. We are aware that these vehicles are in great demand throughout Europe and we would like to know if you are interested or maybe tell us someone who is looking for import this vehicle. I am at your disposal to send photos / details and other information you may need about the vehicles. Please contact Vitor Milak Alves at [import1@mktrading.com.br](mailto:import1@mktrading.com.br)

**Wanted:- Front and rear engine tinware** for a 1972 Kombi with a 1600 engine. I have the fan housing, head/barrel covers and all the tinware close to the engine, just need the larger front and rear tins. Do you have some I could buy from you? If you can help, please contact Phil Warnecke on 0422 643 036 or email [phlwarn@gmail.com](mailto:phlwarn@gmail.com)

**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 957030 or email [dbirchall54@gmail.com](mailto:dbirchall54@gmail.com)

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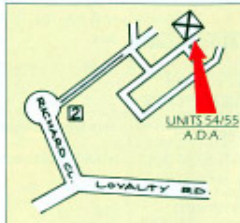
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### AUSTRALIAN VW PERFORMANCE Centre

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

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

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: [avwpc@vwperformance.com.au](mailto:avwpc@vwperformance.com.au)



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New Member:  Renewal:

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Address:

State:  Postcode:

Email:

Phone:  (BH)

(AH)

(Mob)

Do you want to participate in CAMS motor sport?  NO  YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

\_\_\_\_\_

\_\_\_\_\_



**Trades and services directory.**

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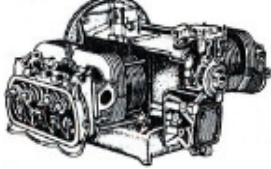
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supportive seating and a flawless driving position are further drawcards, while a large touchscreen, reversing camera, wireless smartphone charging, Apple CarPlay/Android Auto connectivity, leather-clad steering wheel, auto headlights/wipers, a front centre armrest underline a decent level of specification on offer.

However, while autonomous emergency braking and lane-keep assist are also standard, you'll need to spend another \$1200 for a 'Driver Assistance Package' that nets the desirable blind-spot monitor and rear cross-traffic alert in the 85TSI Life, and also brings with it adaptive cruise control, 'proactive occupant protection' pre-impact injury mitigation technology and power-folding mirrors.

## VW T-Cross launched.

Volkswagen has released what is arguably one of the most important new model for the German brand since the factory took back control of Australian importation nearly 20 years ago – the T-Cross small SUV.

A long time in the making, the light-sized C1-series was first previewed as the T-Cross Breeze convertible concept at the Geneva motor show back in 2016 and stands as the smallest SUV to ever wear the VW badge.

It is also the cheapest at \$27,990 plus on-road costs in entry-level 85TSI Life guise.

VW's new small SUV brandishes crisp and contemporary styling – if also sober and upright – that clearly prioritises practicality. This benefits entry and egress along with all-round vision and cabin airiness, aided by the inevitable high seating position, deep windows and a tall, squared-off silhouette.

The base 85TSI Life is a living monument to cleanly stark Teutonic interior execution, brandishing plastic materials and textures (not all of them soft and none are flocked) finished in shades of monochromatic grey, yet solidly put together too.

Based on the MQB-A0 architecture that also underpins the latest Volkswagen Polo and Audi A1 superminis, the T-Cross is built in Spain alongside its imminent Skoda Kamiq and not-for-Australia Seat Arona fraternal twins for our market, and all share the Volkswagen Group staple MacPherson strut-style front suspension and torsion beam rear axle. No all-wheel-drive system is offered.

Also familiar to brand fans is the Polo's 1.0-litre three-cylinder direct-injection turbo-petrol engine, driving the front wheels via a seven-speed dual-clutch transmission (DCT). No manual is available, disappointingly.

As the 85TSI badge suggests, the engine delivers 85 kW of power as well as 200 Nm of torque, offering 0-100 km/h acceleration in a claimed 10.2 seconds. Running on the required 95 RON premium unleaded, the official combined-cycle fuel consumption and CO2 emissions figures are 5.4 litres per 100 km and 123 grams per km respectively.

Sensible switchgear placement, big air vents, huge storage, beautifully analogue instrument dials, firmly

These, along with auto high-beam LED headlights, climate-control air-conditioning, keyless entry/start, steering-mounted transmission paddle shifters, self-parking tech, sports front seats, glitzier trim and larger 17-inch alloys (up from 16"), denote the 85TSI Style, for a \$4000 premium.

Other key options include the \$1900 'Sound and Vision' package that brings digital multi-configurable instruments, sat-nav and premium audio, and the \$2500 'R-Line' pack that includes sportier trim, darker tint, premium steering wheel with extra functionality, racier upholstery and 18-inch alloys. More model grades are in the pipeline.

Where even the cheapest T-Cross might win over admirers is in its rear-seat packaging, since the bench slides several centimetres forward to boost cargo capacity from an already-competitive 385 litres to a handy 455 L. Folding the 60/40 backrests boost that to 1281 litres.

The lightweight T-Cross, which tips the scales at around 1300 kg, acquits itself well on our roads, thanks to brilliantly fluid and responsive steering, precise handling and secure roadholding – even through tight and bumpy corners and despite a lofty 185 mm ground clearance.

The VW Polo DNA connection equals a dynamically superior light SUV driving experience.

Which sums up the T-Cross in a nutshell – the full Volkswagen experience, wearing modish compact crossover packaging.





It looks, feels and largely drives like a premium, quality piece of kit. Factor in the family-friendly practicality, five-star safety, undeniable powertrain efficiency and (now bare-minimum) five-year warranty, and it's easy to see why this may overtake the Golf as Volkswagen's best-selling model moving forward.

See the new VW T-Cross at your Volkswagen dealer now. (Read the T-Cross review in this issue)

#### 2020 Volkswagen T-Cross pricing

T-Cross 85TSI Life	\$27,990
T-Cross 85TSI Style	\$30,990

## Amarok V6 580S.

Volkswagen has released pricing for its new limited-edition Amarok V6 580S, with just 200 examples coming to Australia priced from \$70,990 plus on-road costs.

Price-wise, that puts the Amarok 580S between the Amarok V6 Highline (\$64,990 plus on-road costs) and the range-topping Amarok V6 Ultimate (\$72,790 plus on-road costs).

Along with a unique 'signature' Carbon Steel Grey metallic paint, the Amarok V6 580S can also be had in Candy White and Deep Black with a pearl effect.

The Volkswagen Amarok V6 580S gains a body coloured sailplane-style moulded sports bar, along with some roof-mounted LED lights. These are two small 'ST8' bars, each putting out 86 watts and mounted onto some Amarok roof rails.

The tray gets a 'premium' roll cover, and the headlights are bi-xenon units with LED daytime running lights.

The driveline remains the same: a 3-litre turbocharged V6 diesel in it's highest state of tune for the Amarok: 190kW (200kW on overboost) and 580Nm. This runs through a ZF 8-speed automatic gearbox powering all four wheels without a low-range transfer case.



Those wheels, by the way, are 20" 'Talca' alloys, wrapped in Bridgestone Dueler highway tyres. On the inside, the Amarok V6 580S gets Art velour trim, with heated front seats.

#### 2020 Volkswagen pricing:

Amarok V6 580S	\$70,990
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## Touareg V8 coming.

Volkswagen Australia has secured a limited run of what will be VW's fastest full-size SUV to date in this country – 10 years since it last built a high-performance family four-wheel-drive.

The Volkswagen Touareg will be available with a twin turbo 4.0-litre V8 diesel later this year, but at this stage it is only planned to be in production for 12 months or so and be phased out at the end of 2021.



The output of 310 kW and 900 Nm eclipses the previous high performance Volkswagen Touareg R50 powered by a twin turbo 5.0-litre V10 (258 kW/850 Nm) sold here between 2007 and 2010.

Although the new Volkswagen Touareg's twin turbo 4.0-litre V8 diesel has a similar output to the Audi SQ7's engine of the same capacity (310 kW/900 Nm versus 320 kW/900 Nm), they reach their peaks using different technology.

The Audi SQ7's V8 diesel has an electric compressor that assists two turbochargers from low revs, making it easier to accelerate from low speeds.

The Volkswagen Touareg's V8 diesel uses two sequential turbochargers and switches the four-valve cylinder-heads to three valves at low engine revs.

Below 2200 rpm the Volkswagen Touareg's twin turbo V8 diesel slides the camshaft to close one of the exhaust valves, so all of the gases are directed to one turbo propeller wheel.

This assistance results in spinning up the variable-geometry turbocharger and providing full power as it revs to 5000rpm.

Despite the differences in how the Audi and Volkswagen engines reach their peaks, maximum torque in both engines is identical, and available through the same rev range: 1250 rpm to 3250 rpm.

The difference in their 0 to 100 km/h claims is the blink of an eye: 4.8 seconds for the Audi SQ7 and 4.9 seconds for the VW Touareg V8, which is as quick

as the current VW Golf R hot hatch.

The difference in price is likely to be larger, however. The updated Audi SQ7 starts from \$161,900 plus on-road costs but with popular option packs the price climbs to \$190,000 plus on-road costs.

Volkswagen Australia is yet to announce pricing, but as a guide its previous performance flagship in the Touareg range



cost from \$130,000, and based on overseas figures it is likely to land somewhere between \$130,000 and \$140,000 when it arrives in local showrooms.

The most expensive model in the current Volkswagen Touareg line-up tops out at \$89,990 plus on-road costs.

In a media statement, Volkswagen Group Australia managing director Michael Bartsch said: "Even fully loaded, the Touareg V8 will undercut the starting price of its rivals to be the best value proposition in the premium large SUV segment. Luxury SUV performance of the Touareg V8's calibre won't be found elsewhere for less than \$160,000."

## Golf 8 delayed.

The coronavirus crisis has slammed the brakes on the Australian showroom arrival of the new 8th-generation Volkswagen Golf.

The new VW Golf 8 was due in Australia in late 2020 – about a year after it went on sale in Europe – however we understand the COVID-19 lockdowns and temporary factory shutdowns have pushed back the local introduction until early 2021.

The good news is that the new VW Golf 8 will likely now launch with an almost complete model range, including numerous variants of the hatch and wagon (the latter recently caught on camera for the first time).

The iconic VW Golf GTI is also expected to bow at the same time as the rest of the range. However the flagship AWD VW Golf R hatch and wagon are not due until the second half of 2021.

Official launch timing for the new VW Golf 8 range in Australia is yet to be confirmed; however reported previously, a number of models are expected to carry over the engines from the current line-up.

Australia's lower quality high-sulphur fuel has made it prohibitively expensive for Volkswagen and other car makers to adapt their latest generation engines to the unleaded petrol pumped at our bowzers.



In Europe, premium unleaded is capped at 10 parts per million of sulphur. In Australia 95 and 98 octane unleaded is allowed to have up to 50 ppm of sulphur; regular 91 octane unleaded is allowed to have up to 150 ppm.

The Australian petroleum industry, however, says unleaded at the bowser is often well below the maximum sulphur levels because 10 ppm fuel is occasionally mixed in with other blends when bought on the international market at distress prices. When this occurs, the petroleum industry

says, premium unleaded at the bowser can have 20 to 30 ppm sulphur levels.

In the meantime, Volkswagen Australia says it has good supply across the current generation Golf range so that it won't fall short while waiting for the new model.

The COVID-19 new-car sales slowdown is likely to help spread out stock levels of the current VW Golf range through to the end of this year and into early 2021.

## Golf 8 wagon.

There are few surprises left when it comes to the latest generation of VW's benchmark small car, and now we have our first look at the new 2021 Volkswagen Golf wagon.

The design is evolutionary, rather than revolutionary. There is little about the look of the new Golf wagon that will shock.

As with the outgoing Golf 7.5, the new Golf 8 wagon will simply stretch its roofline and wheelbase to deliver a useful boost in capacity – without any of the coupe 'sport-wagon' or 'shooting brake' tapering often adopted elsewhere.



The prototype spied here is still wearing a thin layer of camouflage at key points, mostly to obscure the true shape of the tail lamps, along with some black tape around the D-pillar to mimic the shape of the current model's rear quarter window.

An Australian launch for the new Golf wagon, while still to be announced, is expected to occur alongside the local debut of its hatch sibling in early 2021.

When it does land, the new Golf line-up should feature both hatch and wagon bodies from launch, with the fast GTI model expected to arrive around the same time.

The hero VW Golf R, spied recently but still to be unveiled, should follow later in 2021. As before, we should expect hatch and wagon versions of the performance flagship Golf.

## eTransporter won't be coming here.

Volkswagen has launched its first fully-electric version of the iconic T6 Transporter van, but it has presumably been designed for short trips only.

The maximum driving range is just 132 km – a fraction of the 600 km or more a diesel Volkswagen Transporter can



travel on one tank.

The eTransporter 6.1 is built by specialising tuning company ABT – away from Volkswagen’s main assembly line – but has the backing of the German car company.

The Volkswagen Transporter electric van is about to go on sale in the UK, but for now there are no plans to sell it in Australia. The UK has 15 clean, reliable base-load nuclear power stations, developing 21% of the nations’ electricity but we have none, and are still closing down coal power stations at produce base-load power 24/7.

The eTransporter is priced from £42,060 (AU\$78,650); the crew van variant starts from £46,375 (AU\$86,730).

By comparison, a diesel-powered Transporter starts at £27,626 (AU\$51,670) in the UK, while the crew van version starts from £31,706 (AU\$59,300).

Volkswagen Australia says it is interested in electric commercial vehicles, however it says it would “look for a factory right-hand drive solution before we went with an aftermarket one.”



The eTransporter has a claimed output of 83 kW from a single electric motor, meaning the large van will take 17.4 seconds to get from 0-100 km/h, Volkswagen says.

An unspecified battery capacity delivers a claimed driving range of only 132 km on the more stringent WLTP test cycle. Supporting up to 50kW DC charging, Volkswagen claims the eTransporter 6.1 can be recharged 85 per cent within about 45 minutes.

This short driving range figure may also factor into the model being unsuitable for larger Australian cities.

The performance figures may be explained by Volkswagen’s focus on not compromising cargo area in the electric version. By fitting compact batteries underneath the load area, cargo space remains at 6.7 m<sup>3</sup> for the Transporter with a 1001 kg payload capacity.

The Volkswagen eTransporter 6.1 utilises regenerative braking that recharges the battery during braking.

The model is also fitted with a modified dual-clutch automatic transmission – an uncommon addition to electric cars – that allows the car to vary between 75 and 100 per cent of its power depending on conditions.

## VfL Wolfsburg finish 7th.

The 2019-20 season of the German premier league football competition, the Bundesliga, has just finished. It was the 57th season of the Bundesliga, which involves 18 professional teams from across Germany. The 18 teams play a full home and away season, playing each of 17 opposition teams twice, or 34 matches for each team.

The Bundesliga is one of the world’s biggest and most popular national football competitions, drawing bigger average crowds than the Italian Serie A, the Spanish La Liga or the English Premier League.

Our team, the VfL Wolfsburg ‘Wolves’, was formed in 1945 post-war Wolfsburg as a sports and fitness club for VW employees. For years they were just an amateur club, competing in regional amateur leagues. When the professional Bundesliga was formed in 1963, VfL Wolfsburg played in the third division Northern Region league. They

finally won through to the second division of the National competition (2 Bundesliga) in 1992. In 1997, by finishing second in this competition, they were promoted to the Premier League first division of the Bundesliga, where they have remained ever since. VfL Wolfsburg won the championship title in 2008-09, their only premiership so far.

Today VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg, right next to the VW factory and Autostadt. ‘VfL’ stands for ‘Verein für Leibesübungen,’ or ‘Association for Physical Education.’ Wolfsburg’s colours are green and white, not VW blue as you might imagine, but they do always feature a big VW logo. This was the first season for the team wearing the new redesigned ‘simple’ VW logo on

a dark green ‘X’ pattern.

Last season VfL Wolfsburg had a good year and finished 6th, which qualified them for the 48-team UEFA Europa League group stage, the second-tier European Club Championship. This competition kicked off in Monaco last August, with the 48 teams divided into 12 groups of 4. The Wolves were in Group I and defeated Oleksandriya (Ukraine) 3-1 and 1-0, and Saint-Étienne (France) 1-0 (plus a 1-1 draw), to advance to the knockout stage alongside Gent (Belgium), to which the Wolves drew 2-2 but lost 1-3 in the pool matches.

In the Round of 32 knockout matches held on a home-away basis last December, the Wolves were matched against Malmö FF (Finland) and beat them 2-1 and 3-0, and so advanced to the Round of 16. Wolfsburg played Shakhtar Donetsk (Ukraine) at the Volkswagen Arena on 13 March, but lost 2-1. However before the vital away round could be played, the competition was suspended due to the COVID-19 lockdown. The competition is planned to resume on 5-6 August.

Meanwhile, the Bundesliga 2019-20 season kicked off last August. The Wolves began splendidly with a home 2-1 win over FC Köln and an excellent 3-0 away win over Hertha Berlin, but three following draws placed the Wolves 8th on





goals. Wolfsburg's German midfielder Maximilian Arnold was the league's sixth-best at goal assists, with 8 for the season. He also scored 4 goals for the Wolves during the season.

The champions for the 2019-20 season were, again, the mighty Bayern Munich who won a record 8th Bundesliga title in a row, and 29th total overall. After being as low as 7th on the ladder after 14 rounds, Bayern did not lose another match for the rest of the season, winning six matches in a row to take the competition lead, pausing with one draw, then winning the last 13 matches in a row.

With Wolfsburg finishing seventh in the Bundesliga, they again qualify for the UEFA Europa League, and will take part from the second qualifying round. This competition is

scheduled to take place from the end of August – following the completion of last season's delayed competition. We will let you know how the Wolves go in both competitions.

As for the Bundesliga next year, the lowest two teams this year are relegated back to the second division 2. Bundesliga. These will be Fortuna Düsseldorf, dropping back down after just two seasons in the top league, and SC Paderborn 07 which drops back after just one season. They will be replaced by the top two sides of the 2. Bundesliga, which are Arminia Bielefeld, returning to the top division for the first time since 2008-09, and VfB Stuttgart which returns to the top league after just one season away.

In addition, the third-last Bundesliga team is required to play off against the third-best 2. Bundesliga team, with the winner to play in the top league and the loser in the second-tier. Four-time Bundesliga champions SV Werder Bremen, who have not been in the second division since 1980-81, finished third last this year and will have to play off against 1. FC Heidenheim, a team formed in 1972 from numerous small local teams – some dating back to 1846 – and has never played in the premier division before. The first leg was a 0-0 draw at Bremen, with the second match at Heidenham due next week as we go to press.

The 2020-21 Bundesliga gets underway in August, in what will be the Wolves' 24th consecutive season in the premier division. You can follow them at their own webpage at [www.vfl-wolfsburg.de/en/home/](http://www.vfl-wolfsburg.de/en/home/)

the ladder. A 1-0 away win against Mainz 05 and a home 1-0 win over Union Berlin and two more draws saw the Wolves up to 4th, but then 7 losses over next 10 rounds saw the Wolves drop down to 10th – fortunately the lowest spot they would reach. The next 7 rounds saw the Wolves with four wins – including beating SC Paderborn 4-2 away, and a 4-0 flogging of Mainz 05 at Wolfsburg – and the Wolves were back to sixth.

However at this point the COVID-19 situation struck. From 1 March crowds were limited to 1,000 people, then just a week later to closed stadiums for the first time ever, and then suspended entirely as a number of Bundesliga players, support staff and officials tested positive to coronavirus. After two months of lockdown and numerous clubs coming close to financial disaster, the competition restarted – in front of empty stadiums – on 16 May. In an initiative that we should follow, all Bundesliga and 2. Bundesliga matches were shown on free-to-air television in Germany in order to prevent gatherings of people without home pay TV subscriptions.

The pandemic lockdown did the Wolves no great favours, as the restart saw them follow a win-loss-win sequence for five weeks straight, followed by a 2-2 draw with SC Freiburg, which left them in sixth place. The second-last match saw an excellent 4-1 away defeat of Schalke 04, but the last match saw the Wolves lose 0-4 at home to the premiers, Bayern Munich. This dropped Wolfsburg to their finishing place of seventh on the ladder, one place lower than their result last year.

Even with the coronavirus disruption it was still a full season, with 34 matches played. The Wolves finished the season with 13 wins (3 less than last season), 10 draws (3 more than last season) and 11 losses (same). They scored 48 goals (14 less than last season) and 46 against (2 less than last season). The Wolves lost their home ground advantage, winning just 4 home matches yet winning 9 away, drawing 7 at home and 3 away, and losing six at home and 5 away.

Wolfsburg's 1.97m Dutch striker Wout Weghorst was again the team's highest goal scorer, with 16 goals, fourth-best in the league. The competition's highest scorer was again Bayern Munich's Polish striker Robert Lewandowski, who scored a remarkable 34







## Herbie jigsaw.

I just thought i would touch base to see how things are going. It has been a long time since we were able to mix physically at a club event. However, the magazine is most welcome, thank you to those who put it together, in these troubling times, it keeps us all in the picture and up-to-date with what is going on in VW club world.

The lockdown hasn't prevented me from meeting a few mates and having a run and a swim, although we have to book a lane the day before and only 10 swimmers are allowed at any one time, it works ok, and we are fortunate to be able to do it. The water at our sea baths is slowly dropping in temperature, we had a couple of 16 deg last week but is now back to a bearable 18 deg, that won't be for long as winter proceeds.

Anyway, another thing I want to mention is while the lockdown has been on, my adult grandchildren gave me a 1000 piece jigsaw puzzle, of course it had to be a 'Herbie'. So, I have attached a photo of it for a bit of a laugh.

Keep well and best wishes to all .

Kind Regards

Brian Mannix

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# Klub Korrespondenz.

Greetings, I am currently researching the history, technical information & images on the special T2 version used by Lufthansa Airlines in the 60s-70s at the company's main European airports but especially at Frankfurt Rhein Main - as an aircraft electrical service vehicle, shown in the first attached photo.



Attached: 1. The only picture that I have found of this special T2 so far - note the reversed driver's cab.



2. Self and company crew bus at Frankfurt in 1972 - I was flying Europe-wide aerial mapping flights.

I also owned a couple of "Beetles" in my time - a 57 oval window sedan at Cootamundra & a 1962 Beetle at Lae, Papua New Guinea in 1969-70, during my days flying a charter aircraft into the mountains. Most of our destination airfields were up to 6,000 ft. above sea level, but one was 8,190 ft!

Now happily retired I have time to follow my hobbies - this one being unusual VWs..... If you have any more information on this unusual Lufthansa VW, please write to me. Many thanks and best regards for now.

Ben Dannecker  
PO Box 1478  
Nowra NSW 2541  
[jetdrone@outlook.com](mailto:jetdrone@outlook.com)

Hi Ben, many thanks for your email and story. I'm sorry I can't help you with further information on these special Lufthansa Transporters but I have no information on them.

We find it challenging enough to document Volkswagen history here in Australia!

Would you be happy if I reproduce your stories and photos in our next club magazine? There might be some members who know more about them and can contact you.

Hi Phil, Thank you for your prompt response but I knew that I was drawing a long bow!

By all means you are more than welcome to publish anything that I have sent you - or could send you in the future. A copy of the mag. would be beaut. For anyone seeking a flying career, plodding along pilgrim's progress towards achieving this goal has many pitfalls, including putting a marriage at risk.... Have seen many blokes get as far as you did, but then couldn't find any suitable jobs, as most operators want you to have all the ticks in boxes first. Or sometimes the wife flatly refused to travel to remote areas where most of us got our first start.....

Briefly, I started out as an RAAF engineering apprentice at Wagga in 1960 but took the option of leaving at the end of that year - as after that you were there for 9 years as an "erk"! Two years later I entered the Army Officer Cadet School (OCS) Portsea Vic. qualifying as a 2nd Lt. However the flying bug had already gotten me - growing up in rural NSW (Cootamundra) where I went on lots of rides with the local cropdusters, plus (now vintage) private aircraft such as Auster, Tiger Moth, Chipmunk & the rare Percival Proctor.

Fast forward to 1968 when I was close to finishing my CPL (had the subjects but short on cash!) - I scored a great job as a survey navigator on a Bankstown-based De Havilland Beaver (they had two, between which I rotated - W.A. & Qld. - as navigators were harder to find than pilots. Then as a survey navigator with another company on a big twin, I arrived in Papua New Guinea in September 1969 armed with a bare CPL & my pilot had already organised a job interview for me at Goroka. That Wednesday afternoon I went for a local check flight with my new chief pilot in a Cessna 185. All good, interview on Friday.

Wednesday night I got into a scrape at the pub (over a girl) & copped a black eye! Fronted the interview on Thursday with the company GM & in the presence of the C.P. asked the obvious question: "what happened to your eye"? I just said that I ran into a door - but everyone knew what had actually happened! Then after a general chat plus the C.P.'s recommendation - the job was mine. Friday morning I flew the company's Beech 36 Bonanza (I already had all the endorsements - Beech 33/35/36 plus C180/185 & the C206 - as forewarned is forearmed!).

If interested could tell you a bit more about what I have flown over my life, with some good pics, but enough for now! (not wishing to bore you!).....

Hoping one of your members might know about the special Lufthansa VW and drop me a note.

Must away for now, Phil - nice to make your acquaintance & feel free to email any time.

Best wishes,

Ben



## 2040.

All of a sudden, we already live in a much different world than just a few months ago.

Predicting the future of your classic Volkswagen or Porsche may be harder than ever.

Twenty years into the future, transportation will mostly consist of electric vehicles. Ride-sharing electric vehicles will clean up roads, public transportation will be more exciting and people will grow vegetables where car parks used to be.

Your kids will definitely live in a different world than we are used to.

Most of the cars we drive today will become 'stranded assets,' just like your old CD collection.

What will we do with all of those old vehicles?

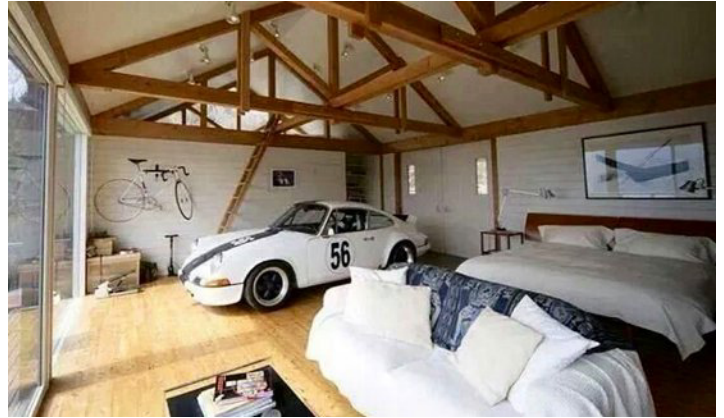
What did you do with all your old CDs?

In actual fact, very few petrol cars will be worth anything; just scrap that takes up space.

Iconic cars will always live on in one form or another; in museums, kept for the track or in the house as artwork.

Their value will be like an expensive piece of art that can be used and looked at.

Let's face it, what red-blooded VW enthusiast wouldn't want a 911 in their bedroom, or a 550 on the wall? Your wide might flip it, though.



Many houses may be designed just to display such vehicles. Dream houses and dream cars.

Some rich or famous people already have houses like this, and we always want to be like them. Sometimes we have to wait though, say about twenty years.

Keep enjoying driving your old VW around, because you know how quickly the last 20 years went by. Well, the next 20 years will seem to go by in no time.

Ashley Day

## That's why I love dirt roads.

Whilst doing my job, I have to drive down many dirt roads.

Many of my customers' driveways can be over seven kilometres long and travel through the most amazing places.

That doesn't even include the dirt roads I have to drive down just to get to their front gates.

Even though my job can be a little boring and repetitive sometimes, these dirt tracks always make it better than working in a box factory.

Over the years, I've had many Volkswagen work





vehicles; some big, some four-wheel drive, and many two-wheel drive cars.

Because I like to try and save money, I've found two-wheel drive Volkswagens work fine on all sorts of dirt roads.

Watch the weather and pick your days and you won't really have any trouble.

Even though customers always tell me I should buy a 4x4, two-wheel drives get the job done cheaper - and everyone loves cheaper.

Think about this next time you're planning your next getaway. You don't have to go and buy a 4x4. I have 35-series tyres on my Caddy and they work fine.



Dirt roads will always take you to the best places, so you really don't have any excuse.

Ashley Day



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### Practical

There are some SUVs in this segment of the market that pack more in than you think is physically possible. The Honda HR-V comes to mind first and foremost, and the T-Cross is very close to that benchmark-setter when it comes to interior practicality.

That's because the T-Cross has a clever sliding second-row seat that allows you to either prioritise back seat room, or boot capacity. Depending on what you're doing, you can adjust the space ratio to suit.

The sliding second-row means the boot capacity can either be 385 litres (seat all the way back) or 455 L (seat forward), and that increases to 1281 L with the seats folded flat, too. Under the boot floor is a space saver spare wheel,

and those rear seats fold 60:40 as well.

With that back seat in its most passenger-focused setting, and with the driver's seat set for myself (182 cm), I had easily enough knee room, toe space and headroom to be comfortable for hours in the back. With it slid forward, that wasn't the case - but it's arguably only going to be used like that if you have younger children in boosters or baby capsules, anyway.

Either way, it's a good compromise, one that many competitors can't offer. Not even the HR-V (though it has Magic Seats which are amazing in their own right).

The back seat amenities are a mixed bag. There are two

## VW T-Cross review.

Forget the upcoming Mk8 VW Golf hatch - this little SUV could be the most important addition to Volkswagen's local range in decades.

It's the 2020 VW T-Cross small SUV, a Polo-based model that is here to take on the likes of the Kia Seltos, Mitsubishi ASX, Honda HR-V and Hyundai Kona.

The T-Cross small SUV has been around for a while in other markets - it first launched in Europe back in late 2018 and went on sale in early 2019, but it's new to us, and in this review we'll cover all the essentials like pricing, practicality, ownership and, of course, how it drives.

### Design

Don't confuse the small T-Cross with the slightly larger T-Roc SUV, which will be shortly arriving in Australia. The T-Roc is bigger, because it's based on the Golf, like the even bigger Tiguan. But the T-Roc isn't quite as clever when it comes to its design as this one.

Despite being smaller, the T-Cross is super smart when it comes to overall packaging. It's based on the Polo city car, and isn't much bigger in terms of nose-to-tail length (T-Cross: 4108 mm; Polo: 4053 mm). However the T-Cross is a taller, boxier design, and that means added practicality. It is 1760 mm wide and 1583 mm tall, whereas the Polo is 1751 mm wide and 1446 mm tall.

It still has the rugged SUV styling cues you'd expect, albeit in a bit more of an urban-focused design. There are still chunky bumpers and off road inspired bits to separate it from a standard city hatchback, and it has 180 mm of ground clearance - ideal for jumping the occasional gutter, steep driveway or median strip.

And because it's a VW sold in Australia, there are option packs to add on if you want them. The test car you see in these images has the R-Line pack optioned up, which adds a number of body design changes and 18-inch wheels on the outside, and some nice bits inside, too.

Disappointingly, VW has launched the T-Cross with a base model that still has halogen headlamps, where the mid-spec car you see here has LED lighting all around. I'll break down the specs for you in the pricing section.





USB ports for keeping devices charged up, as well as a pair of map pockets on the seat backs, and a pair of large door pockets. Unlike some more expensive VW models, those pockets aren't lined, though, and that's a bit annoying as things will move around in them, as they're not shaped for bottles.

There are no cup holders, no fold-down armrest, and no rear ceiling-mount grab handles. So it really depends what you prioritise when it comes to the back seat experience.

The front cabin is very familiar to those who have sat in a VW over, say, the past five years. It's a well-designed and very ergonomically smart space, with everything falling to hand just as you'd expect.

The media screen is excellent - a 20.3-cm touchscreen with Apple CarPlay and Android auto, but not sat nav as standard (optional). There are knobs and buttons on either side, so it's easy to find your way around the screen, and the menus are logical, too.



Storage includes a pair of small cup holders between the front seats, a covered centre bin, a decent glovebox, and a storage tray on the dash top. There's also a storage caddy in front of the gear selector, which houses a wireless phone charger pad, and also two more USB ports. And just like the rear, the front door pockets are large but unlined, though at least up front you get padded elbow pads on the doors.

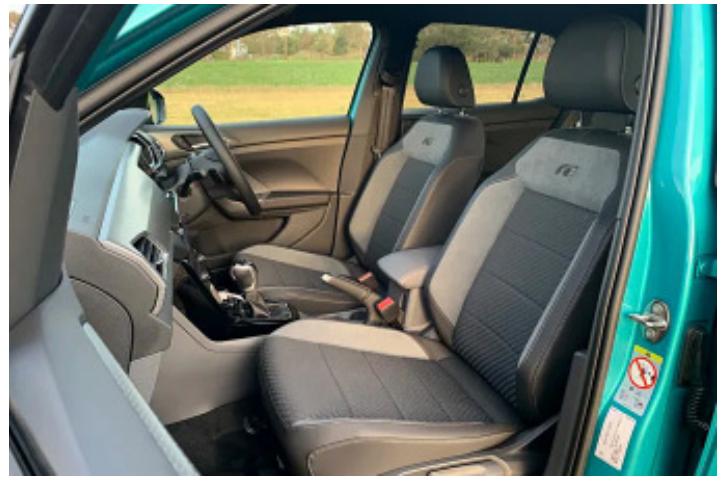
The steering wheel is lovely, and the optional pack with the upgraded sound system and digital driver info screen is worth the money, if you ask me. It adds to that technical, Teutonic feeling that you get in VW products, and helps align the interior nicely to the already excellent standard of perceived quality - even if there are plenty of hard plastics used.

### Value and features

With a starting price of \$27,990 (before on-road costs), the VW T-Cross is priced close to a number of key competitors in the small SUV segment.

It's up against the likes of the Honda HR-V (from \$24,990, VTi auto) Mitsubishi ASX (from \$25,990, ES auto), Nissan Qashqai (from \$29,990, ST auto), so if brand cache is what you're after in your small SUV, this compact semi-premium branded model is going to appeal.

It also has plenty of boast about when it comes to standard specs, with a comprehensive equipment list offered on all models.



Like the Polo, the T-Cross is made in Volkswagen's former SEAT plant in Pamplona, Spain.

Starting at the base model 85TSI Life, the list includes 16-inch alloy wheels, halogen headlights with LED daytime running lights, manual air-conditioning, wireless smartphone charger (Qi), four USB ports (2x front, 2x rear), black roof rails, a leather multi-function steering wheel, front fog-lights, automatic headlights and 20.3-cm multimedia system with app-connect functionality (Apple CarPlay and Android Auto phone mirroring), as well as Bluetooth connectivity.

The safety spec list is decent, as well. All T-Cross models come with a reversing camera, autonomous emergency braking with pedestrian and cyclist detection, driver fatigue detection, parking sensors and low-pressure tyre indicator.

If you step up the budget a bit to the T-Cross 85TSI Style (\$30,990), you see the addition of 17-inch wheels, LED headlights, dual-zone climate control, keyless entry, push-button start, steering wheel-mounted paddle shifters, front sports seats and chrome exterior highlights.

The list price of the 110TSI Style model coming later is yet to be determined (we're expecting about \$36K). But as well as a bigger engine, it'll add some extra gear, such as 18-inch alloy wheels, dark tinted rear windows, gloss black door mirrors and model-specific interior trim finishes.

The Style grade additionally gains safety items such as adaptive cruise control, blind-spot monitoring, automatic high beams and rear cross-traffic alert. That gear can be added to the Life model for \$1200.





There are two other packs available, both of which are fitted to the model you see in these pictures.

The 'Sound and Vision' pack (\$1900) is available on all grades, and sees the addition of VW's excellent digital cockpit, plus on-board GPS sat nav, and a 300-watt premium sound system by Beats.

The 'R-Line' package (only on Style grades - \$2500 for the 85TSI and \$1900 for the 110TSI) upsizes the rims to 18-inches, plus adds gloss black body accents, aluminium pedals, a flat-bottom steering wheel, tinted rear windows, unique cloth upholstery, dark headlining and R-Line door scuff plates.

There are a few colours to choose from, including Pure White and Dark Petrol (dark blue) at no cost, then there are the metallic finishes (\$600) including Energetic Orange, Limestone Grey, Reflex Silver and Reef Blue, and then there's this "special colour", Makena Turquoise Metallic (\$800).

Curious about T-Cross accessories? There are several to choose from, including load sill protection plates, door sill protectors, tailgate garnish, roof rack bars, a roof cargo box, a bicycle carrier, ski/snowboard carrier, mudflaps, side steps, floor mats (rubber), cargo mat, cargo tray, weathershields and different rims.

### Engine and Transmission

Powering the VW T-Cross will be two different engines.

At launch, and in our test car, is the Polo's 85TSI petrol engine, a 1.0-litre three-cylinder turbo unit with 85 kW of power (at 5000rpm) and 200 Nm of torque (from 2000-3500rpm). It is teamed exclusively to a seven-speed dual-clutch automatic transmission, and only comes in front-wheel drive. It's hardly fast, but can manage 0-100 km/h in 9.9 seconds.



There'll be a more powerful 110TSI motor soon. It has a 1.5-litre four-cylinder petrol-turbo with 110 kW of power and 250 Nm of torque. It also comes with a seven-speed dual-clutch auto and 2WD. It's hardly a horsepower hero, but VW claims a 0-100 km/h time of just 7.8 sec for this variant.

So for the Australian market there'll be no diesel, no four-wheel drive (4WD or 4Motion), nor all-wheel drive (AWD), and no hybrid, plug-in hybrid or electric variant, either. In other words, it's not a 4x4, it's just a big Polo.

The kerb weight for the 85TSI model is just 1240 kilograms, which is very light for a small SUV. The towing capacity is also a bit light, with an un-braked towing capacity

of 630 kg and a braked towing capacity of 1100 kg.

Claimed fuel consumption for the T-Cross 85TSI is 5.4 litres per 100 kilometres - the claim is perhaps a little ambitious, as is often the case with Euro three-cylinder petrol engines.

But it does have start-stop technology and brake energy recuperation, and during my time in the T-Cross I've seen a return of 6.4 L/100 km across a mix of urban and country driving, as well as some long highway stints.

### Driving

The T-Cross drives like a Volkswagen. That might sound like a pretty obvious assertion, but the fact of the matter is that our favourite German brand has a certain feel to the way its cars drive, and this little teeny weeny SUV drives rather similarly to some of the other members of the VW family, including much larger models.



That's one of the things I like most about the T-Cross. It drives bigger than it is. That means it feels substantial and considered on the road, not light (even though it is, at 1240 kg) or small (though it is) and it doesn't feel like it'll get pushed around on the open road either.

Truly - I did more than 600 kilometres in the T-Cross, including a lot of highway and open road testing, and it feels substantial, refined and well resolved, which is something you can't necessarily say about a lot of its small SUV competitors.

It's impressive, but it isn't perfect.

The engine is good and offers a nice whoosh of midrange pulling power, but in stop-start traffic the throttle response - in combination with the dual-clutch auto and start-stop engine tech - can make for some frustratingly slow take-offs.

As speeds rise, it's a more enjoyable drive. The transmission shifts smoothly and smartly, and the engine response is ample, though up steeper hills you might wish for a touch more grunt, and the good news is the 110TSI model coming soon is bound to appease that desire.

The steering is nicely weighted and offers decent feel to the driver's hands, and you're never left second-guessing what will happen next.

The suspension is quite well sorted, though my test car's 18-inch alloy wheels and low profile tyres (Hankook Ventus Prime 215/45/18s) were a little sharp over less-than-perfect urban streets. It still rides well and copes with big lumps and bumps decently, but it can be a little jittery -



though arguably any small SUV on 18s will have a similar criticism levelled at it.

### Safety

The VW T-Cross scored a high five from ANCAP, with the maximum five-star crash test rating - confusingly awarded in April 2020, but under 2019 criteria.

Even so it was seemingly very impressive in its performance when it came to front occupant protection (97 per cent), and it comes very well equipped on the safety front.

All models have auto emergency braking (AEB) that works at speeds from 5-250 km/h, and it includes pedestrian and cyclist detection (4-80 km/h), plus there's a lane departure warning and lane keeping system that works at speeds of 60-200 km/h. There's also a reversing camera and parking sensors all around, and those sensors incorporate 'Manoeuvre Braking,' which will auto-brake if a low speed impact is predicted (rear AEB).

The extra stuff you get in the optional pack for the Life (but standard on Style variants) includes blind spot monitoring, rear cross-traffic alert, adaptive cruise control and automatic high-beam lights. It's 2020, and in this writer's opinion, additional safety spec shouldn't be an optional extra - but at least it's available, which is more than you can say for some others in this part of the market.

It also has the usual electronic nannies you'd expect, such as ABS, EBD, ESC, driver fatigue detection and even VW's multi-collision brake system, which will slam the brakes on after an impact to lessen the potential for further damage.

It's missing items such as speed sign recognition, driver facial detection, and rear seat reminder.

The T-Cross has six airbags (dual front, front side, full-

length curtain) as standard, and there are dual ISOFIX child seat points in the back outer seats, as well as three top-tether baby seat attachment points.

### Costs and Warranty

VW Australia backs its models with a five-year/unlimited kilometre warranty plan, which is equal to the majority of mainstream players in the market.

There's also a couple of new service plans available, aimed at lowering the cost of ownership.

At the time of writing, the pricing for Volkswagen's 'Care Plans' were pegged at \$990 for three years/45,000km, or \$1800 for five years/75,000km cover (VW says the first service is free).

If you compare that to VW's pay as you go offer (Assured Price Service), you'll save \$256 for three years, or \$645 if you get the five-year plan. It's well worth considering rolling into your finance plan.

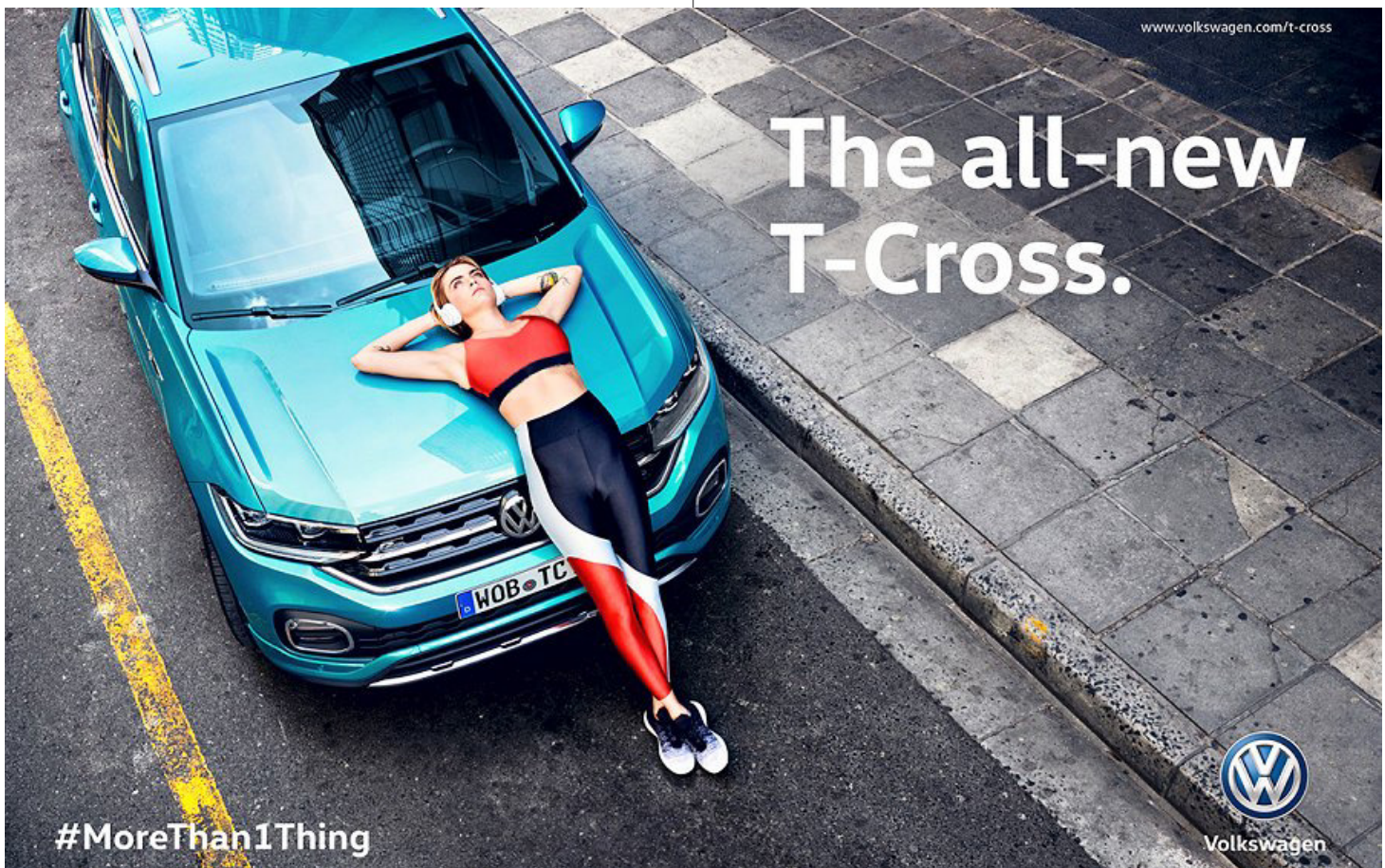
There's one year of roadside assist cover included for new VW products, but if you maintain your car with VW dealers, it renews up to nine further times, allowing 10 years of roadside cover.

### Verdict

The Volkswagen T-Cross might be a little late to the small SUV party, but it's not so much tardy, as making a fashionable entrance.

It's a very impressive compact SUV - big on space, style and comfort, well priced, decently specified and a smart option for customers who aspire to a German badge being shown off in their driveway.

Matt Campbell





# Ways to Ensure Better Winter Motoring.

*The Sydney Morning Herald, Monday 14 May 1962*

The cold weather that lies ahead in the winter months will throw heavier stresses on some of the car's mechanisms, but sensible preparation can ensure trouble-free motoring.

The components which take most of the added stress due to cold conditions are the electrical and fuel systems. These should be given a competent check-over before the winter is upon us.

In particular, the battery has a hard task, being faced with the cold morning starts and far more load from the lighting system as the hours of darkness steadily increase.

It is an unfortunate fact that low temperature adversely affects the battery itself. It cannot yield its full energy to start the engine at the very time when the engine is hardest to start.

Anything that can be done to facilitate winter starting is therefore essential, and, fortunately, much can be done to this end.

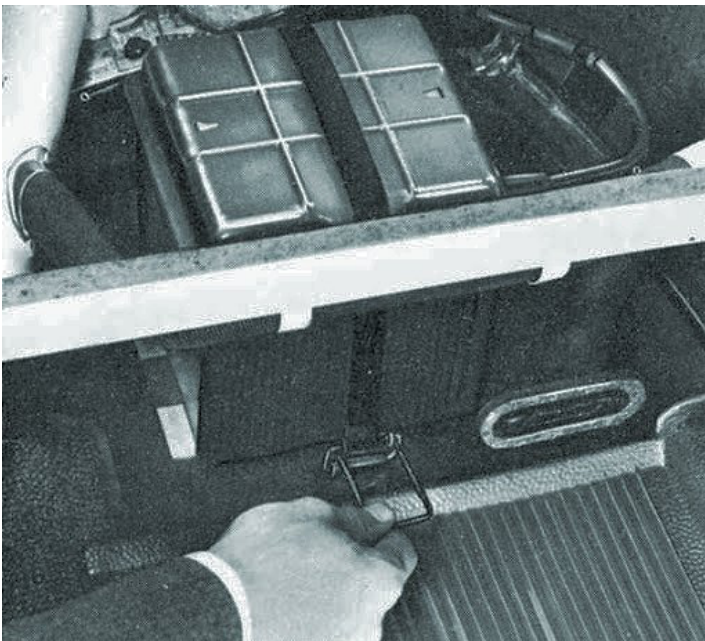
## Full Charge

Obviously, an old battery which will not hold its charge is a liability, and should be replaced if incessant trouble is to be avoided.

But every battery should be checked for charge, and brought up to full voltage if it should be at all down. Clearly, the added load of many cold starts falls directly on it, and even a battery in good condition can fall far below maximum charge.

One of the difficulties of city and suburban motoring is that the car does not run far enough between starts to permit the generator to restore the battery to full charge. This condition will make itself more manifest in winter, and one quick cure is a battery charge at the service station.

In extreme cases it may be economical to purchase a simple home battery charger, which can be connected to the battery at nights, and so keep it fully charged for the next day of stop-start motoring.



The home charger is naturally more popular in England than here, but even for our winter it is a useful gadget which will save many embarrassing failures-to-start, especially for less experienced drivers who don't know the various tricks to start a reluctant motor.

The latest English idea is an in-the-car charger. The Wynall 'Puffin' is a simple little device that looks like an ignition coil, measuring only 5½ x 2¾ inches (140 x 70 mm), weighs 1¾ lb (795 g) and costs £3 sterling.

It can be clipped anywhere in the engine compartment, and gives a trickle charge of 1¼ amps to the battery when it is connected to the electrical supply in the garage.

It is, of course, the task of the car's generator to keep the battery charged. This it will do if the runs are long enough to offset the increased electrical drain of winter, and if the generator itself is in good condition. Any trouble with the generators is generally in the commutator or brushes, and it is easy enough for the auto-electrician to clean and check these, and ensure that the charging rate is set high enough for winter conditions.

## Fuel System

The principal ingredients for an easy start, especially at low temperatures, are a highly volatile fuel, and a nice fat spark to fire it.

The volatile petrol is easy, for one simply purchases premium grade fuel at the service station. It is recommended for winter use in cars which are in any way hard to start.

To do its job, the fuel must get to the carburettor in clean condition and in ample quantity. This suggests a clean-out of the fuel filter, and a check that the fuel pump is delivering its normal supply.

In doing its job, the fuel filter will take the water and grit out of the petrol, and with use it naturally becomes choked and must be cleaned. Common troubles with fuel pumps include a worn-out diaphragm in the case of a mechanical pump, and dirty points in the case of an electric pump.

## Ignition System

Usage causes plug points to burn away, increasing the gap sufficiently to preclude a spark when the starter is being used simultaneously.

Plugs foul up from carbon deposits and oil. A fouled plug naturally does not fire as well as a clean one, if at all.

The cure is a simple plug clean and gap reset in the case of plugs which are in good condition. I shall not attempt the impossible task of advising how long a set of plugs should last, but will say that although they have a long life, they eventually break down. Personally, I consider that a set has given me sufficient service after 10,000 miles (16,000 km).

The only test for doubtful plugs is a check under high compression pressure in a special testing machine employed by better garages.

In any event ensure that the plugs, old or new, are clean and correctly gapped. The same goes for the distributor make-and-break, the points of which definitely burn out with mileage, and should be replaced, or resurfaced. The setting of the correct gap here is as important as in the plugs.

The modern engine is very sensitive to the ignition system, and owners will be pleasantly surprised by the considerable improvement in starting, running and pulling





which will follow a competent ignition tune-up.

Resetting of the distributor gap will call for a simultaneous adjustment of ignition timing, which has possibly more effect on general running than any other single adjustment.

### Engine Setting

While the fuel system is under scrutiny, it is well to ensure that the choke opens fully and closes correctly. The choke will be in much demand in winter and the flexible cable operating it can become deranged.

The more meticulous owners will take advantage of this winter check-up to ensure that valve clearances are correct. Some engines hold these clearances over long periods, but others require a check every 6,000 miles (10,000 km) or so. The air-cooled Volkswagen's valves require checking and adjustment every 3,000 miles (5,000 km).

An incorrectly adjusted tappet is not only noisy, but it robs the cylinder of some power and will adversely affect starting and road performance.

The thermostat in the engine cooling system controls the water temperature, and generally it controls it to a very safe figure for summer running. Consequently, most engines are over-cooled in winter and some never reach the best operating temperature (180-200 degrees F (80-95 deg C).

This has two adverse effects, the first being that an engine which does not get warm, as on short runs, is subject to a very high rate of cylinder corrosion due to excessive acid formation when stopped semi-cold.

The other effect is that the water temperature is insufficient to operate the interior heater correctly, and unnecessary discomfort is suffered.

The cure is a hotter thermostat, which is available for many makes of car. I find it a very satisfactory practice to have a summer and a winter thermostat for my current engine, changing over to the hot unit in the autumn, and back to the cool unit in early summer.

For those who cannot obtain a thermostat hotter than normal, a cardboard blanking sheet over the bottom quarter of the radiator will raise the temperature. This can be a risky business unless the car is fitted with a reliable temperature gauge to warn of over-heating if too

much radiator is blanked off. Properly done and supervised, however, it is quite effective.

In a really cold climate, of course, anti-freeze solution will be added to the cooling system before the advent of early frosts.

Air-cooled Volkswagens require no such tinkering with the cooling system at all - they have no radiator. They also run better in cold weather than hot, and their built-in heating/demisting system is effective at all outside temperatures. However the VW's thermostat-cooling flap system must always be left in place, and not removed, and must be working correctly. It ensures a fast warm-up and therefore greatly reduces engine wear.

### Engine Oil

Many car manufacturers specify a lighter grade of oil for winter, and in such cases I strongly recommend the changeover. The reason is that a heavy oil, when cold, does not get on the upper cylinders and rings as quickly as a light oil, and it is here that rapid wear can occur in cold weather.

In fact, the multigrade oils of reputable make are now endorsed by leading car manufacturers, and it is surprising how readily the starter spins a cold engine lubricated with 10/30 multigrade. Leading brands of multigrade oil also contain an additive which retards the acid corrosion of cylinders on cold stop-start motoring.

Thus the lighter oil has the double advantage of reducing cold-start wear and of sparing an overworked battery. Also, an oil filter change is often desirable at this time of year.

Drivers who operate in wet districts will find the bold winter-tread tyres a great advantage on the driving wheels. They will often prevent bogging and are commonly used in place of chains in light snow and on ice.

Finally, to preparations for trouble-free winter motoring, I would add the fitment of a screen washer if your car is not already so fitted. Not only is this device convenient for winter driving, but it may well prevent a collision due to a mud-blurred screen. You should use a glass-cleaning solution in the washer tank, rather than plain water.

Sturt Griffith B.E.





# The Eberspacher heater.

(Reproduced from the official manual by permission of Hans Motors Ltd., 9/13 Cobden Road, London, S.E.25, UK concessionaires for Eberspacher heating units.)

For cold weather comfort, if you demand extra VW heat this winter, the Eberspacher heating and ventilating unit is the answer. They are designed and built for VW owners who want extra regulated heating in their cars, whether they be Type 1 sedans or Type 2 commercials.

The Eberspacher unit is not inexpensive to install in your VW in the UK (VW 1200, 1300 or 1500, £62 3s. 5d.; VW 1600, £65 1s. 3d.; Transporter, £86 3s. 5d.), but these costs are approximately halved if the heating unit is installed in the vehicle from new, by special order.

## Technical Description

The Eberspacher heater suitable for the VW 1200, 1300 and 1500, has a heat exchanger which consists of a cylindrical combustion chamber, and a concentrically arranged annular chamber.

Both of these chambers are connected by two channels so that at one point the exhaust gases are flowing through the heat exchanger in a reverse direction. In the front part of the cylindrical space the combustion chamber (6) is sealed on the blower side by a safety ring and limited on the heat exchanger side by a flame nozzle.

The blower consists of an electric motor (10) which has an axial blower (9) for the fresh air on one end of the shaft and a radial blower (5) for the combustion air on the other end. As the static pressure is lighter on the fresh air side than on the gas mixture side there is no danger of the exhaust gases getting into the fresh air and thus into the passenger compartment, even if the heat exchanger (7) is leaking.

The heater plug (12) works only for a short period after the heater has been switched on. It is supplied with current via the thermo-switch (13). The thermo-switch cuts off the current to the heater plug as soon as the feeler tube of the switch is heated by the flame.

In the antechamber (3) the fuel is mixed with the combustion air and ignited. The actual combustion takes place in



the combustion chamber (6) and the heat exchanger (7) attached to it.

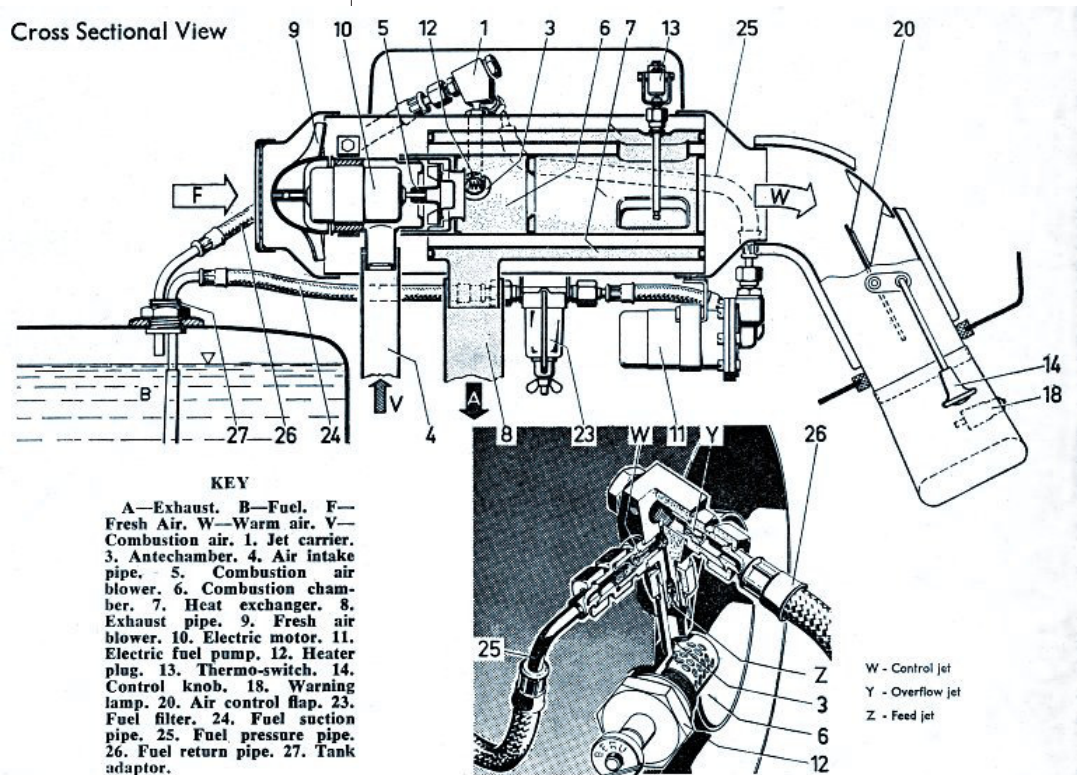
The jet carrier (1) has three jets - a control jet (W) an overflow jet (Y) and a feed jet (Z). The control jet regulates the quantity of fuel flowing into the jet carrier. The feed jet controls the quantity flowing to the heater, and the overflow jet regulates the pressure in the jet carrier and diverts excess fuel back to the tank.

The fuel pump (11) draws fuel from the vehicle tank through an adaptor (27), which also houses the fuel return line (26).

The fuel suction line (24) from tank to electric pump includes a filter (23) with a water separator.

The exhaust pipe (8) is sealed with a heat-resistant Silicon ring where it passes through the body panel.

The air control flap (20) is fitted in the warm air elbow.







**Setting the time switch (above) of the Eberspacher heater unit fitted to a Beetle (lefthand drive German model) which ensures a completely pre-heated car within any given time.**

When the heating is turned off by pushing in the knob, the flap closes the warm air outlet and opens a hole in the elbow through which the scavenging air can pass into the luggage compartment. An electric switch is fitted on the extended spindle of the flap.

The warning light on the warm air outlet shows that the heater is working properly. It lights up about 45 seconds after the heater has been switched on, and goes out about 2½ - 3 minutes after the heater has been switched off.

### Operation

The heater is switched on and off with a push-pull switch underneath the instrument panel. When the heater is switched on, the electric motor for the fresh air and combustion air blowers receives current via a resistor switch, and the heater plug in the antechamber and the fuel pump are also supplied with current. The combustion chamber is surrounded by a heat exchanger in which the fresh air is heated up. The heater is enclosed in a sheet metal housing which carries the various parts.

As soon as the heater is put into operation, combustion air is drawn in and fuel flows from the fuel pump through the jet carrier into the combustion chamber where a

combustible mixture of fuel and air is created. This mixture is ignited by the heater plug, and the flame contacts the feeler tube of the thermo-switch and switches the heater plug off. The warning lamp in the warm air outlet pipe then lights up and shows that the heater is working properly. Further ignition takes place automatically. When the electric motor starts to turn, fresh air is drawn in, heated to about 90°C above the outside temperature, and passed through the warm air outlet to the interior of the vehicle.

### Operating Instructions

**Switching on:** Pull out control knob. The warning light will light up after about 45 seconds and show that the heater is working properly.

**Switching off:** Push in control knob. The heater will switch off automatically after about three minutes. The warning light will then go out and show that the run-on period is ended.

When the heater is switched off, the blower motor continues to run until the heater has cooled off slightly and the combustion chamber is free of gas. The warning light remains on during this flushing period, and the heater must not be switched on again until the warning light has gone out.

### Maintenance

Every year before heater is put into use:

- \* Check condition of heater plug and renew if necessary.
- \* Clean filter and jets in jet carrier.
- \* Check security of electrical connections.
- \* When necessary, check that intake and exhaust pipes are clear.

### Technical Data

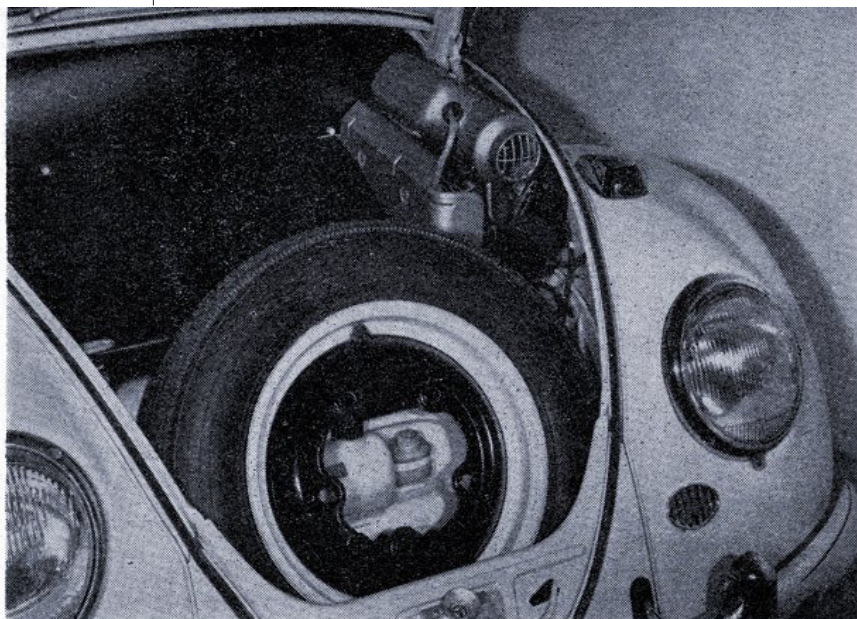
Heat Output: 1,750 kcal/h (2035 watts)

Fuel: Gasoline.

Fuel consumption: 270 mL per hour.

Current consumption: 20 watts.

Weight of heater: 5 kg



**The Eberspacher heating unit, fitted in the luggage compartment of a VW 1300 (above), is extremely compact. It is only 15 inches long and five inches in diameter, and the largest installation height is 9¼ inches. The heating unit weighs 11 lb.**





## 1977 Easter Bug-In, Adelaide.

*VW Club of NSW 'The Wageneer', April/May 1977*

Over twenty Club members motored across to Adelaide for the Easter National Bug-In. On the way over, Lucy managed to get booked by the famous Bathurst Radar (in John Alexander's Datsun), and Dave Kinnear had trouble with a boiling Falcon.

On the Friday night we all got together at the Size's place at Oakbank (in the hills east of Adelaide), for a B.B.Q., booze-up and general socialize. The weather was COLD and raining, and the large fire in the middle of the Size's shed was most enjoyable. The girls decided it was time to give Wimpy a buck's party, but guess who ended up being the most inebriated.

Early on Saturday morning we were dragged out of bed, pushed on a bus, and shipped up to the Barossa Valley to sample grape juice at Penfolds and Seppeltsfield. At Seppelts we were given a conducted tour of the wine making section by a lovely lady who couldn't see the funny side of what she was talking about. Lunch was catered by the VWCSA at a park in Nuriootpa.

That night we did a quick change and slipped into Adelaide to witness and celebrate Carolyn and Brian's wedding (the fastest wedding ceremony yet.) I must tell you that the pastries and cake that Carolyn's father made were absolutely delicious. Pat Kinnear had a rather bad cold that night, and because the hotel couldn't supply any cough



mixture, Pat decided to tackle some therapeutic dry sherry. When the flagon was finished, so was Pat.

Despite the heavy heads on Sunday morning, we fronted out to Echunga for a really well-organised motorkhana. There were three lanes, but we all ran to the clock. There were six events, all but the last of which there were two runs at, and they were the Slalom, Driver Pick-Up, Gate Slalom, Star, Hopkirk and Eccentric. Sometime during the day Lucy managed to get John's car up on two wheels, and came back complaining that her time was not as fast.

Wimpy and Co. rented a Mini for the day, and turned in some pretty quick times. However, Thongs proved to be the quickest from our State in Wayne Ferguson's 1500 Beetle, finishing 5th. Rob Death was 6th in his Mini, Roger Hanssen was 8th in his Golf, George Hudson was 11th in his Honda Civic and Brian Hesford was 14th in his Mini. On the Sunday night we had a presentation of trophies and dinner at Oakbank.



The weekend was very well organised and extremely cheap (for those who didn't buy much wine, but that's another story). All of us would like to thank the South Australian VW Club for a great time.

Idi

## 1978 Easter Bug-In, Melbourne.

*VW Club of NSW 'The Wageneer', February 1978*

This year Melbourne is the host city for this annual event. For the benefit of newer members, the Easter Motorkhana is held in a different Capital City (-well, not always, one year -1975 - it was held in Young). This is the umteenth year it has been held. The 1976 event was in Perth, and 1977 in Adelaide. It is not so much the Motorkhana (although that is important) why people go year after year, it's the friendly social atmosphere that abounds in great lumps, and it is the gathering of all the VW Clubs in Australia that makes it so much the big success that it is each year.

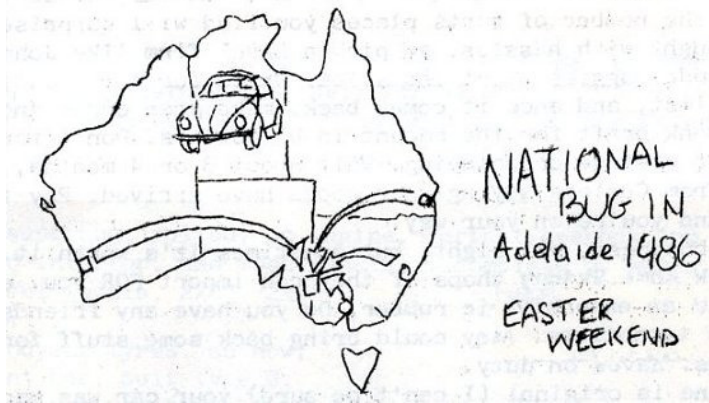
Here is the programme for Easter in Melbourne:

Fri. 24th. Arrive in Melbourne. In the evening a Bar-B-Q and









## 1986 Bug-In.

*Zeitschrift, September 1985*

Dear Club VW members,

In 1986 the annual VW Bug In will be held here in South Australia over the Easter Weekend. Next year is as big year also because it is the 150th birthday for South Australia.

The Bug In will be held in the traditional format of Good Friday Registration and get-to-know-you night. Saturday will be a bus tour of well-known SA tourist spots with chicken and champagne lunch. Saturday night do your own thing. Easter Sunday is the National Motorkhana, followed by the presentation dinner in the evening. Monday wend your way home, do your own thing, or whatever.

Please find below some more detail on the Bug-In for 1986. I would be grateful if you can pass this on to your Editor or present it at the next meeting.

For the purpose of booking the presentation dinner I would appreciate it if you could let me know by phone or letter the number of people coming to Adelaide.

The VW Club of SA welcomes you to the National Bug-In for 1986. The format for the event will be:

Good Friday: Registration and get to know you dinner – at Hayhurst Hall, cnr Daly and Cross Terrace, Kurrulta Park. 5pm onwards, cost approx. \$5.00 each.

Easter Saturday: Up bright and early to depart on a tour of a winery at McLarenvale, then on to Greenhills Park at Victor Harbour for chicken and bubbly lunch. During the afternoon you can enjoy the facilities at the park. Coaches leave S.E. corner of the Marion Shopping Centre at 9:15 am sharp. Leave Victor Harbour approx. 4 pm to be in Adelaide by 5:30 pm. Cost approx. \$12.00 each.



Easter Sunday: Motorkhana at Evanston Grounds. Lunch BBQ Packs. Club BBQ will be there. Events finish at 4:00 pm to give you time to attend the presentation dinner at the Stonyfell winery complex, Stonyfell Rd., Stonyfell, at 7:30 pm for a smorgasbord dinner. Wine, beer, soft drinks. Costs: Motorkhana \$5.00, Lunch \$2.00, Dinner \$18.00.

Accommodation: Remember that as 1986 is SA's 150th Anniversary, motor caravan park and motel accommodation will be at a premium. Those of your members planning to make the trip will have to let us know in plenty of time for the above accommodation. Caravan Park, Hotel/Motel accommodation advice wanted urgently. The onus is on you. Those members who would like to billet with SA members, please let us know so that all accommodation can be compiled.

Hope to see Sydney VW enthusiasts there. If you have any further enquiries you wish to book accommodation or dinner, please give me a ring. Hope see you at Easter.

Ted Oliver,  
Bug-In Director

## Fake it til you make it.

Believe it or not, but there once was a time when driving around in a really old Beetle wasn't so cool.

In the early days, big pieces of glass were hard and expensive to make, so car manufacturers had to make the window glass small. Even large sheets of metal were hard enough to come by.

As technology got better, cars got larger glass windows.

The Beetle got bigger and bigger window glass over time. A larger single-piece oval-shaped back window in 1953. An even bigger rectangular back window in 1958, plus a bigger windscreen. German VWs got bigger windows all round in 1965 (1968 in Australia). The back window got bigger again in 1972, and of course the Superbug L's windscreen was another 40% bigger and significantly curved.

Less blind spots made the car much safer and better to drive around.

Also, at the risk of sounding crazy, it made the car look better. Or, if you prefer, it made them look more modern.

Instantly, older Beetles with the smaller windows just suddenly looked old compared to the newer Bugs.



So, especially in Europe, a small industry popped up, converting older cars to look like the newer ones.

Small rear windows were cut out (converting split windows to ovals was especially popular); taillights with





**MODERNISE YOUR VW**  
**CONVERT YOUR PRE-1957 VW TO A 1965 MODEL**

- Improved rear vision
- Improved interior light
- Increased car value

Precision-made kits from Germany complete with original VW rear-window  
Re-spray NOT necessary after conversion

*Illustrated details from Appointed Distributor:*

**CONTINENTAL CAR CONVERSIONS**  
4 CANNON STREET NORTH, WALSALL, STAFFS.

Side-window conversion kits for Transporter and adjustable roof-windows also available

blinkers were fitted and the semaphores thrown away; and W-deck lids were chucked over the power lines.

Panels were painted again.

Everybody always wants what's new, and this was achieved at a fraction of the price of a new Beetle.

No wonder good Ovals are hard to find.

But if you are lucky enough to own one of these modified Bugs, don't despair - because they are collectable in their own right.

You just don't see them anymore, and I don't think people are going to be making them again anytime soon.

## Tow'd.

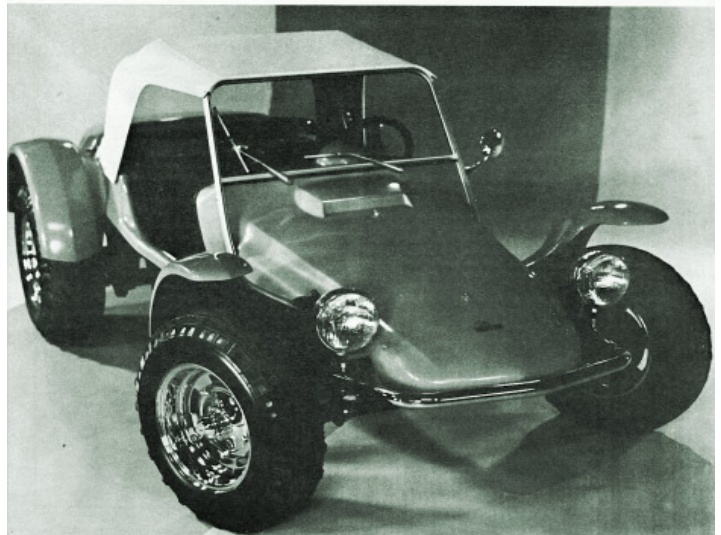
Luckily enough for me, the shed is full and I've got several projects on the go, so I can't buy any more vehicles. But if I could, this is what I would get.

Visiting a friend's garage in South Australia, I spotted the most groovy beach buggy thing I had ever seen.



*It's the toughest, simplest and lowest-cost off-road buggy yet created.*

**meyers tow'd**



I asked - what is this? I want it.

He explained to me - it's a Meyers Tow'd.

The first Tow'd was an open-wheel desert race car. It wasn't street legal, so it had to be towed to the start line (hence the name, Tow'd).

Bruce Meyers ultimately built about 1,000 Tow'ds.

A Tow'd ran in the 1967 Mint 400, a scorching 600 miles from the Mint Hotel in Las Vegas to the Sahara Hotel in Lake Tahoe, California.

Dune buggies soon after became an integral part of desert racing, associated with some of the biggest races across the globe such as the Baja 1000. A '60s icon, its style and cost of construction was such that pretty much anyone with an ounce of mechanical aptitude could 'have a go' at building a race one.

As far as is known, five were imported to Australia - three finished cars and two unbuilt kits. Four are in South Australia, and the only old-stock, unbuilt kit is in Melbourne.

If you want one, it shouldn't be too hard to find one.

Ashley Day







## Cleaning your car adds value.

Selling your car? You could add hundreds of dollars to its value just by giving it a detailed 'spring clean' in the same way car detailers do before putting it on the showroom floor. Car-care expert Don Wait, head of the Sydney Technical College School of Vehicle Trades, has compiled this guide on how to turn your vehicle into an attractive buy.

*The Sun-Herald, Sunday 28 October 1979*

A buyer's first impression of a car will make or break a sale - and you can "make" the sale at a higher-than-usual price just by giving your car the best possible appearance.

Most cars, new or used, are sold on appearance and a little elbow grease in the right areas can turn a tatty looking cheapie into a showroom-look machine.

It isn't hard work. You simply have to give the car a meticulous going over with emphasis on the out-of-daily-sight areas so that everywhere a potential buyer looks he gets the impression of a fresh, well-maintained car.

Of course you wash your car regularly, but those out-of-the-way spots will show up as grubby in a close inspection. Couple these with the normal weekly car wash to establish a



systematic cleaning plan, and the result will be a rejuvenated, extra-value car.

The four main out-of-sight spots are:

**\* Under the bonnet:** A dirty motor looks like a worn-out motor; grease and oil covers the engine and under-bonnet area, dirt clings to the grease, and the result is unimpressive to say the least.

You'll be using water, so first you'll have to take steps to ensure the motor will restart. Run it until it warms up to operating temperature, then switch off and cover the distributor with a plastic bag secured by a rubber band.

Using either kerosene, degreaser or engine cleaning fluid (available at service stations or car accessory shops), brush or spray the motor all over and concentrate on areas where dirt has built up. Be sure to apply the cleaner to the firewall, inner guards, under the bonnet and the radiator support panel.



Allow the cleaner time to dissolve the sludge, and then hose off with a strong spray.

Once that's done, remove the plastic bag and restart the engine. If you have a problem, spray with a water repellent such as WD40. When the engine is dry, you can detail it with a spray polish such as Mr Sheen and a clean rag.

Before closing the bonnet, you can check a most important area - around the battery. Corroded terminals cause electrical problems and can ruin the under-bonnet appearance.

They can be effectively cleaned in hot water. Remove the leads from the terminal post and immerse them in a tin or bowl of hot water, and in no time at all they'll come up like new. Use a wire brush if necessary.

Clean up the terminal posts and the top of the battery by washing with hot water and then refit, making sure you tighten the terminals. Use a smear of Vaseline to keep the terminals clean.

**\* The boot:** A fitting place for the next step, the boot collects dirt in corners and niches as well as an assortment of junk you should have thrown out long ago. Remove anything that is rubbish, or which isn't going with the car when it's sold, and then start the clean-up.

Remove the spare tyre, tools and floor mat, then brush or vacuum the bare metal to remove accumulated dust, sand and rubble. Follow that up with a wash-down with warm water and detergent, making sure you get into all the corners



and inner-panel pockets. When clean and dry, detail with spray polish and clean rag.

While they're out of the car the mats, the spare and the tools should be scrubbed clean and allowed to dry before you replace them. Rubber mats and boot linings can be rubbed down with Armor-all.

**\* The Interior:** First, if it's practical, you should remove the seats to clear the way for removal of the floor coverings, and to allow you to get at normally hidden spots. You may have trouble removing the carpets on many cars because they're locked into place by the centre console, handbrake mounting and kick plates. But a reasonable job can be done on them even while they're in position.

Start with the headlining using a light sponge and detergent-laced warm water. Grubby areas will respond to a light brushing using a nail brush - and don't forget the sun visors, which will probably be the dirtiest part.



Then move on to the dashboard and crash padding. The nail brush will be handy here for the embossed areas and recessed joints.

While in the dash area it's convenient to give the door hinge-pillar faces the treatment. Oil is often present in and around this area and you should increase the detergent content of your cleaning water. A good old-fashioned bottle brush or plastic-handled pot scourer will help you get into the recessed areas.

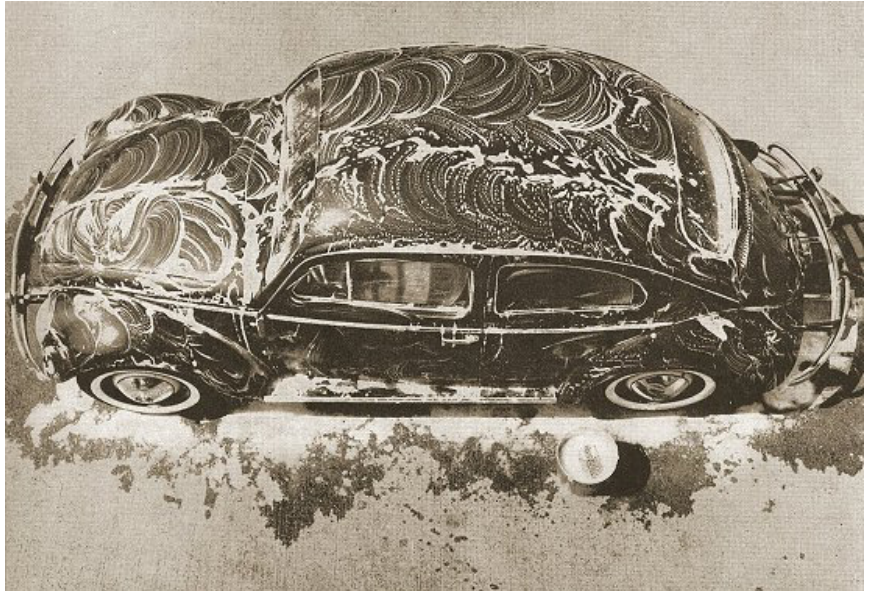
The brush and strong detergent mix will also be useful in revitalising the scuff-plates (those covers which finish the carpet-body sill joints).

Go back to a medium-strength detergent solution and nail brush to systematically scrub door trims, centre pillar covering, and the seats. You can use the readily available upholstery cleaning foams for an even better result.

Wait until it all dries, then refit the carpets and seats.

**\* The exterior.** Most car owners regularly clean their car's exterior, but there are two commonly neglected areas - the wheels and the nose section (grille, headlamps and bumper bars).

All hub caps and dress rims should be removed from the wheels for individual compounding (a very fine abrasive material which will cut the surface and rejuvenate the shine)



and each wheel should be cleaned with a rather heavy detergent wash. Clean oily spots with kerosene before washing. Tyres can be cleaned with a vigorous detergent scrub, which should bring them back to a good-looking, natural rubber appearance.

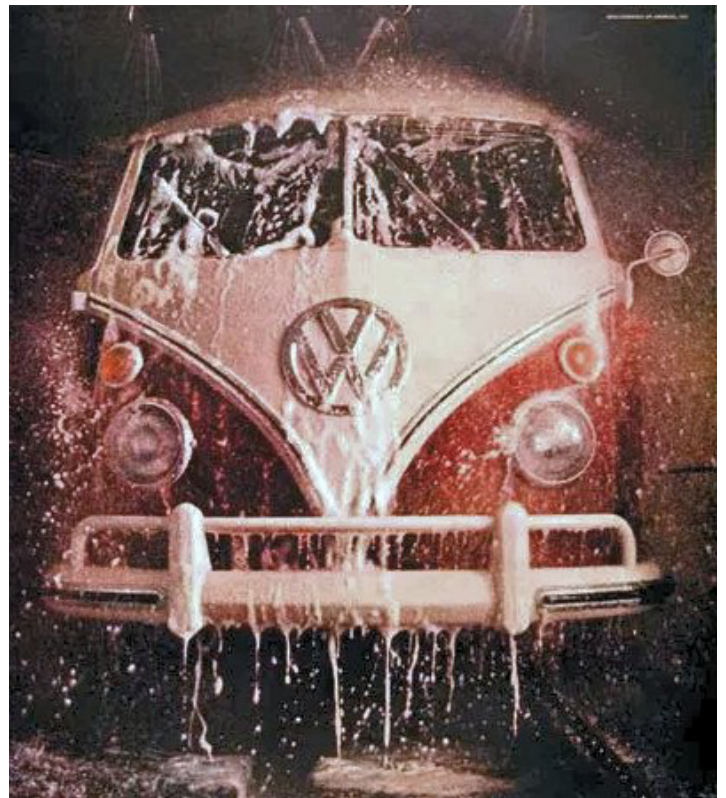
Tyre black is available, but can make the car look 'overdone,' so avoid it unless you can't get a satisfactory result by scrubbing.

Bring out the old bottle brush again to clean the grille; it will allow you to remove road grime from the many crevices and joints.

Complete the project with a wash and polish and by giving windows a detailed clean.

The overall result, in a car dealer's terms, will be an immaculate car.

Don Wait







# KOMBI VAN

*A dual purpose van with huge carrying capacity.*

## Volkswagen Commercial.

*Australian Motor Manual, October 1962*

Virtually unchanged in design since its introduction here some eight years ago, the Volkswagen van continues as a leader in its class. Actually, for such a compact vehicle - the overall length is only 14 feet (4.3 m) - the form of construction employed gives a remarkable payload capacity, the interior dimensions of the latest model being 8 ft. 10 ins. by 4 ft. 11 ins. by 4 ft. 5 ins. (2.7 x 1.5 x 1.3 m).

Access to the interior is by wide twin side doors, which give a near 4 ft. (1.2 m) opening. Carrying capacity is 16½ cwt (840 kg).

The VW van employs the same engine as is used in the saloon - a flat four with a capacity of 1192 c.c. RAC rated at

just over 14 h.p. , it develops 40 b.h.p. at 3900 r.p.m. Mounted low down in a special compartment at the extreme rear of the body, the engine does not intrude on the carrying space, yet is particularly accessible.

Transmission consists of a 4-speed gearbox with synchromesh fitted on all forward gears. The gearbox is, of course, floor mounted.

Probably the most impressive feature of the VW van, apart from its functional styling, is its tireless performance. Forty b.h.p. is not a lot of power for this van, particularly when laden; consequently it is necessary to keep the engine revs fairly high, this requiring frequent use of the gearbox.

However, like the VW saloon, the van thrives on such treatment. Full throttle can be used continuously without overstressing the engine and without discomfort to the driver.

Naturally the performance depends on the load being carried, but with an empty vehicle acceleration is comparable with that of an average small saloon, whilst the cruising speed can be as high as 60 m.p.h. (97 km/h). Fuel consumption is around the 30 m.p.g. (9.4 L/100 km) mark.

The driving compartment is of a practical design, well finished, but with the usual austere VW instrumentation. The efficient heater does provide a touch of luxury.

The forward control layout gives the driver a commanding position with excellent forward and side vision, this greatly facilitating easy control of the vehicle in traffic. Steering is light and direct, and the turning circle at 34½ feet

# A van for business — a bus for pleasure! THE VOLKSWAGEN KOMBI

### ALSO FROM SPENCER MOTORS:



**VW DELIVERY VAN.** Delivers the goods from thousands of laundries, cleaners, bakeries, food stores, florists, TV repair shops, wholesalers — and many other businesses.

**VW PICK-UP.** More load area than many one-ton trucks. Widely used by farmers, plumbers, lumber dealers, builders, landscapers.



**VW DOUBLE CAB PICK-UP.** Use as pick-up or six-seater sedan — or combine both. Ideal for carrying workmen and all their supplies.



**Easily converted:** The versatile VW Kombi changes easily from cargo carrier to family bus. A few wing bolts on seats are readily removed — easily replaced. **Carrier:** A practical vehicle for businessman or farmer — holding 1,786 pounds in 170 cubic feet. **Family bus:** With seats in, you have a comfortable "weekender" for family and friends — seating eight. Priced from £1,190 (Tax paid).



INSPECT AND TEST-DRIVE THE ROBUST, RELIABLE, ECONOMICAL VOLKSWAGEN COMMERCIALS AT:

# SPENCER MOTORS PTY. LTD.

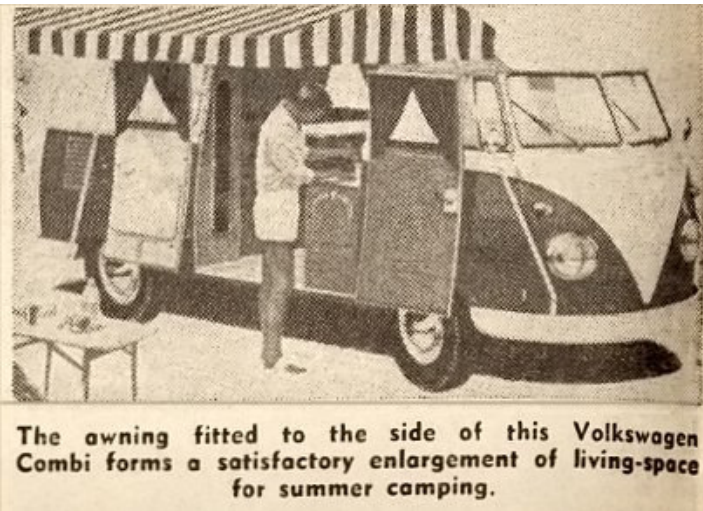
The Volkswagen People

See the Used VW Commercial Vehicles at our Flemington Branch (Phone: 33 2669)

86 Sturt Street  
phone 62 4781  
or 63 Cecil St.  
South Melbourne  
phone 69 3125

GM14





The awning fitted to the side of this Volkswagen Combi forms a satisfactory enlargement of living-space for summer camping.

(10.5 m) is unusually compact, an important feature in a delivery van.

## Versatile VW van now with 1500cc.

*The Sydney Morning Herald, Monday 8 June 1964*

The new VW transporter, with the larger 1500 c.c. engine, is a vehicle offering a remarkable variety of uses, both for pleasure and work.

I once had a week's experience with the 'motor-camper' version in the Snowy Mountains, and enjoyed a most comfortable tour with a bed-sitting-room-cum-kitchen behind the driving seat. This was an earlier model with the smaller engine.

The latest transporter with the larger engine shows a notable improvement in performance when operating in hilly country. I took this version, equipped as a deluxe bus, over part of my mountainous test route to ascertain its characteristics.

Sitting high in the very front of the vehicle, the strongest impression comes from the excellent vision over cars, and the feeling of command from the elevated position.

The steering is particularly light, and requires only two and three-quarter turns from lock to lock. There is a slight over-steer on very sharp corners.

### Effortless

In open country, the transporter gets along in fine style, cruising

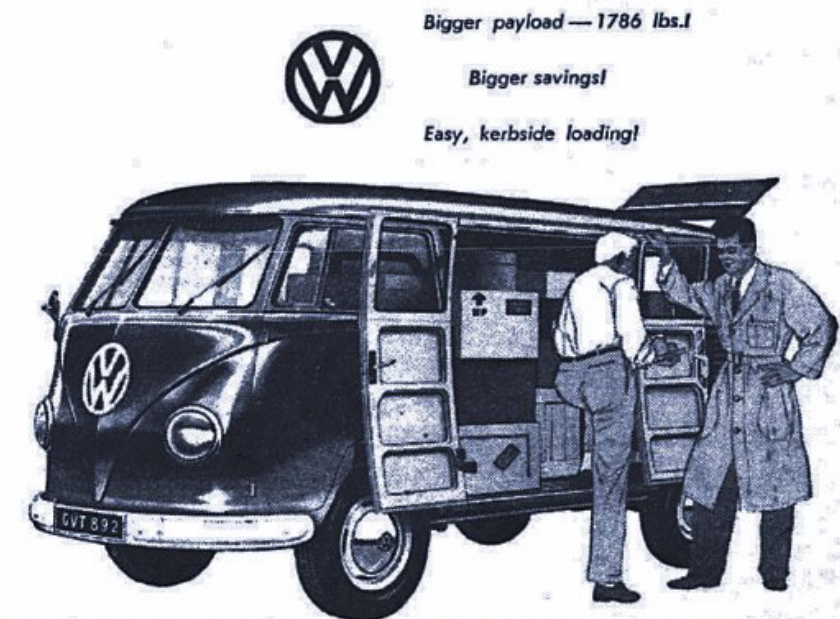
effortlessly around 50-55 m.p.h. (80-90 km/h). In hilly country the gearbox is naturally used a good deal, but third is a useful ratio. The floor gearshift lever is rather far forward.

The brakes are satisfactory, with moderate pedal pressures for reasonably prompt stops. The hand-brake was also quite effective.

In addition to the well-finished bus, and the motor camper, the transporter is sold as a basic panel van, with double side-loading doors, at £1,191 (inclusive). There are many variants, such as doors on both sides, a special bus with sliding roof and skylights, a pick-up, etc.

There is no doubt of the versatility and space of this unit, which was submitted by Lanock Motors Ltd.

Sturt Griffith



## VOLKSWAGEN KOMBI — most versatile van on the road!



Roomy, rugged, reliable!

Task-tailored to make you money every mile!


Converts quickly to a spacious station wagon!

£1226  
INC. TAX

170 cubic feet load space. Seats three in front. Fast, easy, kerbside loading through both wide side and rear doors. Interior adaptable to all trades. Driver, passengers and goods ride cool in summer with *exclusive* VW ventilation. Independent torsion bar suspension soaks up shocks. Driver and load ride much more gently. Inbuilt heater/demister standard equipment. Versatile! Seats available as optional extras to provide cushioned-comfort for nine people PLUS luggage.

VW PARTS AND FIXED PRICE SERVICE IMMEDIATELY AVAILABLE

SEE YOUR NEIGHBOURHOOD VW AGENT



**EAGER VW ENGINE**  
saves your money every mile.

- Low piston speed, short stroke, cuts wear and prolongs life.
- Air-cooled — can't boil, can't freeze.
- Instant start — rapid warm up.
- No running in needed.
- Rear-mounted — easy access. Protected ignition — dry in a downpour.







Will Smith, known as Will the Wrecker, sits in his West Burleigh yard looking at all the car bodies he has to clear before handing it over to the government to extend the heavy rail track. Picture: Glenn Hampson

## The Gold Coast wrecker.

*The Gold Coast Bulletin, 12 December 2015*

Will the Wrecker until now has remained a mystery, along with most of the vehicles hidden behind the ramshackle house on the Pacific Motorway with its eye-catching pink FX Holden on the veranda.

The 78-year-old businessman first repaired bikes as a young boy, began work as an apprentice mechanic at 13 in Victoria and later moved to the Gold Coast operating a service station at Miami for a decade until 1970.

When Mr Smith began buying his existing plot off the Pacific Motorway at Reedy Creek, the roads around his wrecking business were gravel tracks.

He is affable, energetic and protective of his patch, picking up bits and pieces and pulling away weeds from the grass tracks.

Will Smith, known as Will the Wrecker, sits in his West Burleigh yard looking at all the car bodies he has to clear before handing it over to the Qld government to extend the heavy rail track. Will's home will stay, along with the famous FX.

At its peak, Mr Smith had 10 employees in the business he manages from the house, fielding calls from throughout Australia with people offering up wrecks, each with their own story which he recalls but none that makes him chuckle more



than the pink FX Holden.

"A guy rings up and says that he has a car for sale. He told me that it's a bit different, that it's hanging on a wall in a restaurant," Mr Smith said.

The vehicle was the star attraction at Olivia's Malt Shop, just south of Surfers Paradise on the beach side of the Gold Coast Highway where staff on rollerskates served customers during the early 1980s.

"So I went up there and bought it, put in on the back of a truck and brought it back," he said.

"We put it up there (in the house) with a crane. Now it's known all over Australia."

His 'photographic memory' rather than a computer enables him to locate the vehicles and among the stories he

loves to tell is a mystery about a 1976 450sl Mercedes Benz.

Mr Smith received a telephone call from Beenleigh police asking him if he wanted the vehicle which had been stolen but not collected by its owner after two years.

Mr Smith said he was later told the vehicle was pinched by thieves in Melbourne and had belonged to legendary horse trainer Bart Cummings.

At the back of the property are two bulls and a German Shepherd called Tora employed as security and listed on council's dangerous dogs list.

Staff make sure the gates are locked before entering.

"We used to have trouble with overgrown grass. Since we bought the steers they are like pets and if we have enough room we will keep them," Mr Smith said.

They are our lawnmowers."



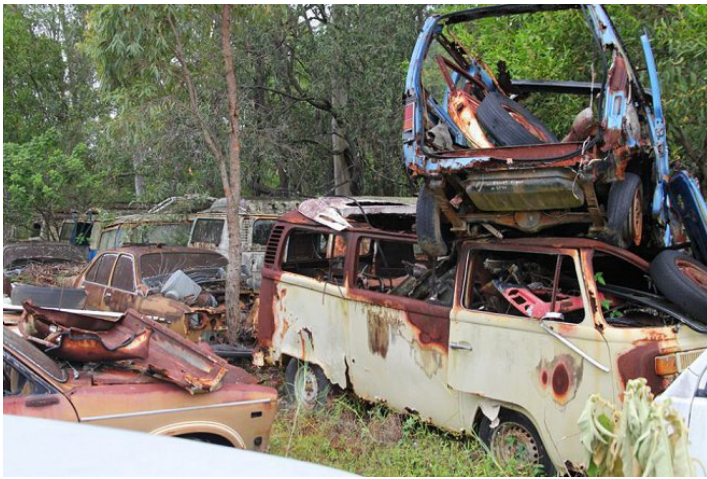
All the car bodies that need to be cleared to extend the heavy rail track. Picture: Glenn Hampson

A confidential multi-million deal will see the landmark Gold Coast Auto Wreckers at Reedy Creek cleared to enable fast forwarding of the light and heavy rail connection to Coolangatta.

After a 13-year battle with the State Government, owner Will Smith brought in a team of consultants to help negotiate with government, leading to a settlement on four of five blocks on his 5ha site.

Mr Smith will keep the iconic house with the pink FX Holden peeking through the first floor but in the next nine months is required to move 5000 car bodies from the site, considered the biggest wrecking yard on Australia's east coast.





The future route for light and heavy rail is behind the house and the private property until now proved to be the last stumbling block in clearing the way for trams and trains to Coolangatta from the Varsity Lakes rail station.

As consultation began earlier this month on five options, including the southern connection, Turnbull Government bureaucrats met with the city council to discuss a \$480-million funding commitment.

Asked yesterday if he thought the rail link would be built outside his backdoor, Mr Smith replied: "Yes, it will happen. But when? How long is a piece of string? It's the government you are talking about."

The State Government in March 2003 sent to a letter to Mr Smith giving "notice of intention" to resume most of his property without setting a deadline.

The auto wrecking site was one of 35 properties identified that would need to be acquired when a report in the same year was discussed by council.

Extending the line to Reedy Creek in the first stage was expected to be completed by 2008 and the Elanora connection by 2011, the council report said.

But the Government put the rail extension on the backburner for funding and it is listed on the Transport and Main Roads' Connecting SEQ 2031 plan for delivery in that time frame.

By placing Mr Smith on notice that it would resume his site, the Government froze development on valuable land which could have been either sold or developed for an industrial estate fronting the Pacific Motorway.

Consultants estimate Mr Smith was paying at least \$300,000 annually in rates and taxes while the former mechanic continued operated his spare parts business which had been a passion for more than three decades.

The 78-year-old businessman, who has kept a private profile, yesterday admitted that among the mix of emotions about dismantling the wrecker's yard, his strongest feeling was one of melancholy.

"Let's face it, the money I got is nice," he said.

"But you can't beat the memories and nostalgia of the old cars.

"I'm pretty melancholic about it.

"You can't replace the feeling I've got

for all this stock.

"I've grown up with them, mate."

The sell-off of one of Australia's largest and rarest collections of car wrecks will begin in the New Year, with major sales planned each weekend.

The wrecking yard is home to tractors, buses, Kombi vans and almost every vehicle on local roads since the 1950s.

Many of the rusted frames have grass and vines growing through the interiors but their value is items like bumper bars, fuel pumps and windows which collectors chase.



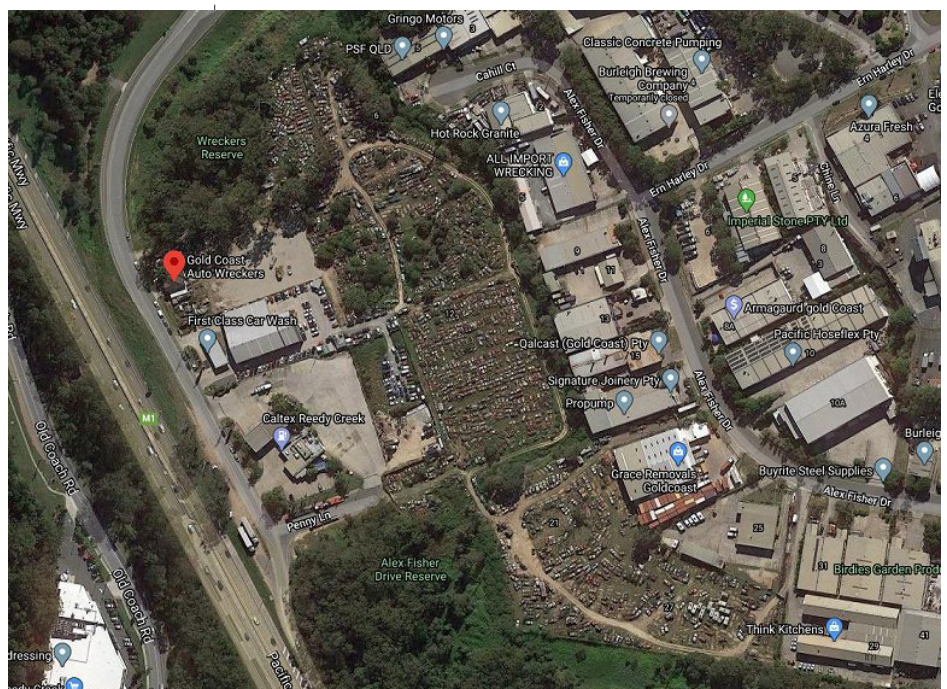
Some of them are regular buyers from interstate.

Mr Smith said he intended to keep a Mark Five Jaguar from the early 1950s, a 1946 Chevy ute, a 47 Ford ute and a Vanguard ute.

"I'll be keeping my older cars – they're collectors' items," he said.

"They're part of me, mate."

(Gold Coast Wreckers are still operating as of 2020 and are still located at Lot 10 Pacific Hwy, Reedy Creek QLD 4227, near the corner with Burleigh Connection Rd. Railway extension work has not commenced and Google Earth shows nearly all these old cars still there. They can be contacted on 0412 346060 [www.goldcoastwreckers.com/](http://www.goldcoastwreckers.com/) )





## Jeff's internet what-nots.

Do you remember All Model Auto Wreckers at Punchbowl? They were a VW wrecker once located on Canterbury Rd, behind the Purnell Bros Chrysler dealer and across the road from Cloughs VW agency. They also used the names Bankstown Spare Parts, and later, Beetle Spares. They featured in the local 1977 movie, the FJ Holden.

They closed in the early 1980s when the industrial estate was expanded and built on, and they moved to a new location - at 14 Marigold St in Revesby.



Passats have big boots - but not that big.

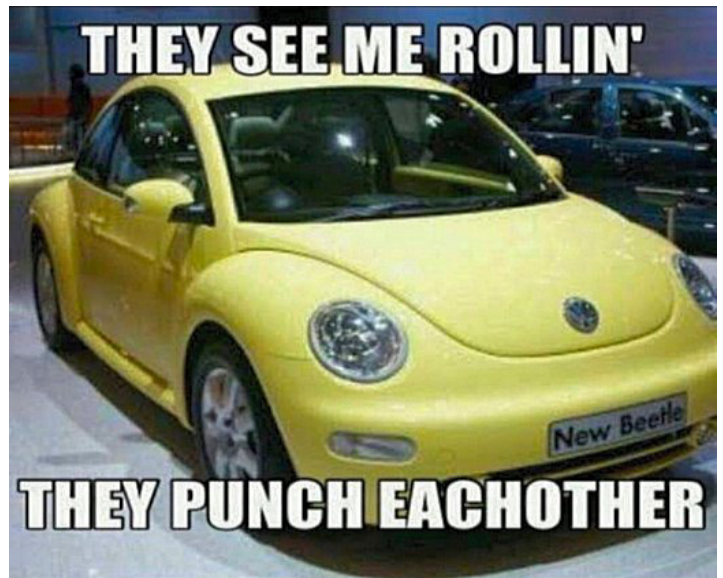
They still recycled VWs as recently as the early 2000s, but nowadays they trade as All Model AWD spares, wrecking 4WDs and SUVs. They don't sell VW parts any more and don't have any VWs on their lot. The Beetle Spares sign has been taken down from their building, but you can still see where it was.

The sign out the front on Marigold St still has a VW roundel, but it's painted over. A small piece of evidence of a former Volkswagen wrecker.





I spotted this Kombi in Noumea, New Caledonia, on my last cruise last year.



Ghia-Firebird

**An Illustrated Guide to Detailing Your Car**

*The Art of*  
**MANLINESS**

Thoroughly vacuum interior of car. Loosen caked in dirt with brush if needed. Treat stains with carpet and upholstery cleaner.

Clean and treat interior plastic and vinyl with protectant.

Clean glass inside and out with glass cleaner and newspapers.

Clean inside doorjambs. Open doors and spray doorjambs with multi-purpose cleaner and wipe down with rag.

Treat black trim with protectant. If car has chrome or aluminum on exterior trim or wheels, polish it.

Clay your car with detailing clay to remove bonded surface contamination, like brake dust and road grime. Moisten the clay with a cleaner and apply it to car's surface.

Apply wax on one small area of the car at a time until you cover the entire car. Let dry for 20-30 minutes. Buff the wax off gently with a microfiber or cotton towel or a power polisher.

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## Laughs in Lockdown.

The Grim Reaper came for me last night, but I wouldn't go with him. Instead, I beat him off with a vacuum cleaner. Talk about Dyson with death!

I went to the cemetery yesterday to lay some flowers on my grandma's grave. As I was standing there I noticed four pall-bearers walking past, carrying a coffin. They turned down the row of graves, then turned around, went down another row and then zig-zagged back. Half an hour later they're still walking about with this coffin. I thought to myself, they've lost the plot.

Last night I had this weird dream that I was swimming in a fizzy orange ocean. It was just a Fanta sea.

My daughter asked me for a pet spider for her birthday. I don't like spiders, but I still went to the local pet shop to see if I could buy her one. They wanted \$90 for a pet tarantula! Blow this, I thought, I can get one cheaper on the web.

I was at the ATM yesterday, behind a little old lady who was having troubles using the machine. She asked me if I could help her check her balance. So I pushed her over.

I start a new job in Seoul next week. At my stage in life, I thought it was a good Korea move.

I was with my wife at Westfield last week when she farted loudly in the lift. That's just wrong on so many levels.

I was driving this morning when I passed an NRMA van. The driver was sobbing uncontrollably as he weaved from side to side, wiping his nose and eyes and looking very miserable. I thought to myself, that guy's heading for a breakdown.

I'm glad I'm tall. After all, statistically, six out of seven dwarfs are not Happy.

What is the difference between a Hippo and a Zippo? One is really heavy, but the other is a little lighter.

I have a bad habit of drinking brake fluid. Yes I know it's harmful. But it's OK, I can stop any time.

In the museum last week I saw a display of an old pencil that once belonged to William Shakespeare. He must have chewed it a lot, as I couldn't tell if it was 2B or not 2B.

I was in the army disposals shop last week, looking to buy some trousers. I said to the sales girl, "I can't find the camouflage pants." She said, "Of course."

My neighbour was loudly knocking on my door at 3:30am this morning. Can you believe that, at 3:30am ?? Luckily for him I was already up, playing my bagpipes.

I asked my French girlfriend if she'd like to play some videogames with me. She said "Wii."

I'd met her earlier on holidays in Paris, when I rescued her after she fell into the river. I told her she was in Seine.

I was in the queue at the airport check-in last week, standing behind two loud bogans. I heard them say they wouldn't feel safe flying in an aircraft if they knew the pilot was a woman. What a pair of sexist morons! I mean, it's not as if she'd have to reverse-park the bloody thing.

A teddy bear is working on a building site. He goes for his smoko break, and when he gets back he finds his pick has been stolen. The bear is angry and reports the theft to the site foreman. The foreman is sympathetic but shakes his head. "I'm sorry," he says, "But today's the day when teddy bears have their picks nicked."

I just got back from my mate's funeral! He died after being hit on the head by a tennis ball. Such a tragedy, but at least it was a lovely service.

I heard that they've just built the first restaurant on the moon. Apparently the food is terrific, but there's no atmosphere.

There was an old woman who swallowed a horse. Doctors described her condition as 'stable.'

I just got a divorce from my cross-eyed wife. I found out she was seeing someone on the side.

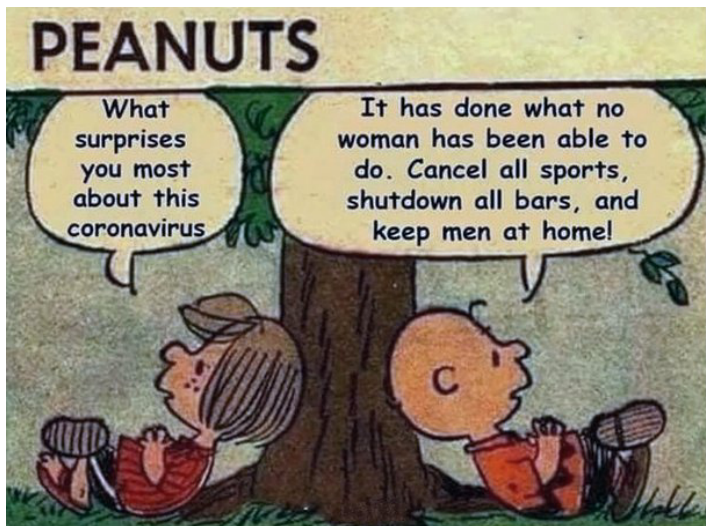
A friend of mine kept trying to annoy me with stupid puns about birds. But toucan play at that game.

I got home from work and found my wife had left a note on the fridge. It said, 'It's not working. I can't take it any more. I'm leaving.' I opened the fridge. The light came on. The beer was cold. I don't know what she's on about.

I kept wondering why that cricket ball kept getting bigger and bigger. Then it hit me.

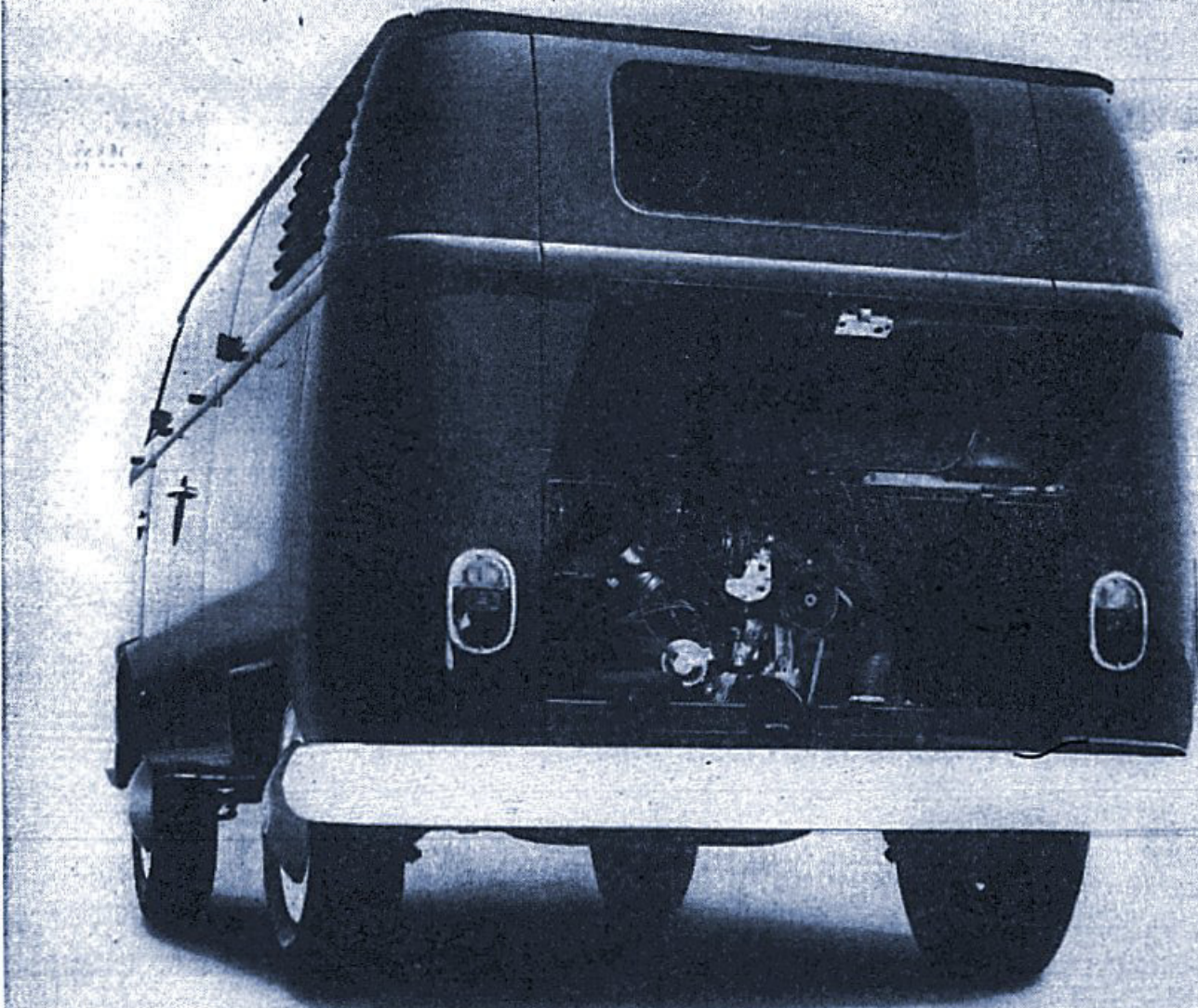
Did you hear about the man who is afraid of German sausages? He always fears the Wurst.

Did you know that Rick Astley now works as a salesman in a Volkswagen dealership? He can supply you any Volkswagen model you like - except one. He's never gonna give you Up!.





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