

# Zeitschrift



Barry Ferguson, 1985 Bourke to Burketown Bash.

**October 2020**

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**1985 Bourke Bash  
VW Polo Style  
VW Neumann  
More Ash articles**

**Rescuing Barry's VW  
Project of my Life  
Love Bug Cinemas Pt1  
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.  
Affiliated with Motorsport Australia (CAMS).



# Club VeeDub Sydney Committee 2019-20.

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Craig Adams	Martha Adams	
Eddie Fleita	Joe Buttigieg	
<b>General Committee:</b>		
Barry Parks	Charlie Attard	
Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

## Canberra Committee.

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<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
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<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*.

## We thank our VW Nationals sponsors:

### 32 years.

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Antique Tyres	VW Classic Kirrawee
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Euro Automotive	Wolfsburg Auto Melbourne
Rod Penrose Racing	

See the back page for all 2019 VW Nationals sponsors.





\*\*\* Pre-bookings essential! Book online at the link. Entries strictly limited so book early:

<https://volkswagen.eventsair.com/volkswagen-tradie-surfmasters-kombi-rally/kombi-rally/Site/Register>

- Date: Saturday 7th November 2020
- Registration will be by around 6- 7am at Greenhills, with the convoy down to Cronulla and parked up no later than 8am. Due to council restrictions no movement is allowed until approx. 2pm. Timings are still being finalised but the above can be used as a guide. If your application is successful we will provide further communications.
- You can come along as a spectator. This is a free public event so head down to Cronulla Beach.
- The Kombi Rally is part of the wider Volkswagen Tradie Surfmasters event on the same day.
- Prizes on offer throughout the day – whether kombi rally participant or just public
- The updated T6.1 Multivan and Transporter vehicles to be on display to the public for the first time

#### Other Q&As

- If you have any questions please email [cylaunch@volkswagen.com.au](mailto:cylaunch@volkswagen.com.au) or contact me at the details below
- Kombis in the rally must be registered and insured, We will ask for those details when the application is confirmed.
- Please note, Unfortunately if you use your Kombi for business you are unable to profit on the day ie if you are a Kombi Café you can't open. If you use for your Kombi for weddings etc you are welcome to put up signs etc.

Thank you and Kind Regards

Sarah Walker  
Events & Sponsorship Specialist  
Commercial Vehicles

Volkswagen Group Australia  
24 Muir Road  
Chullora NSW 2190

Mobile +61 481 909 595





**Marco Reserve Panania**

# EAST HILLS CHARITY

## CAR SHOW

**New date: Sunday 15th  
November 2020**



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia

[www.crohnsandcolitis.com.au](http://www.crohnsandcolitis.com.au)







# Gerringong Motor Fest

## Saturday 20th February 2021

### Michael Cronin Oval



**SUBJECT TO COVID19 REGULATIONS AND PENDING KIAMA COUNCIL APPROVAL, MAKE A TENTATIVE BOOKING IN YOUR DIARY**

Gerringong Lions Club is planning to hold its **annual Motor Fest/ Car Show on Saturday 20th February 2021 on Michael Cronin Oval Blackwood Street Gerringong.**

This initial contact is to advise you and or your club of our intention to hold the annual Motor Fest/Car Show subject to approval and we suggest that you may want to alert your club members who may have an interest in participating in this car display day. Normally we can accommodate **300 plus vehicles** with plenty of room between vehicles (certainly meeting any Government and Health requirements). Normal distancing requirements will apply once on site and hand sanitiser stations will be provided throughout the site.

#### **About The Event**

This year again our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. In any case every vehicle club and vehicle type will be welcome.

For your club members interest this event will be held to coincide with Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

**Make a tentative booking in your diary and we will be back in touch in NOVEMBER 2020** to provide the latest details on the event. As in previous years we anticipate a healthy interest in this forthcoming event, hence the advice to you - subject to COVID19 and council approval.

Many thanks to you and your motoring enthusiast members.

#### **Contact:**

**Keith Watson**

*Lions Club of Gerringong*

Email: [keithwatson3@bigpond.com](mailto:keithwatson3@bigpond.com):

Phone : Keith Watson : 0401 777 130



#### **JOIN THE CLUB VEEDUB CONVOY!**

Meet at McDonalds at South Engadine (cnr Princes Hwy & Wilson Pde), from 7:00am for coffee, 7:30am departure.  
It's 95 km (1 hr 10 min) to Gerringong.





like drag racing but from a rolling start, the last event I went to was on the 3rd of October. I had lots of runs and really enjoyed being able to stretch the legs on my old Beetle without getting pulled over by the police.

The concept is that you race another car from a rolling start of around 40 km/h. You set off from the marshalling point and in the first area before the lights you get up to 40, once the lights turn from orange to green you race along the front straight to the finish line, about 250 m away, to see who has the quickest car, then you can return back to the marshalling area and you can race someone else and keep going all night.

## Von dem Herrn Präsident.

Hi all,

Well there seems to be a bit of light at the end of this long horrible tunnel, so hopefully soon we can get our lives back to some sort of normality. Here in NSW we still have restrictions on the number of people allowed in the club meeting room, just a dozen, too few to make it worthwhile, but our Canberra Chapter friends will be restarting their meetings from next month.

Hopefully if there are no more public covid transmissions here, we can also have club meetings in the near future. So keep an eye on your email in-box, the club website and magazine for any developments.

As you will know, the Sydney German Motorfest at Earlwood has been cancelled, and Boris' Picnic Day is on hold. The Bayside Council will let us know when we can go ahead. November is looking very unlikely, but maybe the first week or two of December might be a possibility. Stay tuned.

This weekend would have seen the annual pilgrimage to Warwick for VWMA drag racing, and an Oktoberfest in Sydney, and Old Bar for the VW festival. Oh, well, there's always next year.

Volkswagen Group Australia have sent us a last-minute invitation to their 'Kombi Rally', part of the Tradie Surfmaesters event at Cronulla Beach on Saturday 7th November. Kombi owners are invited but numbers are limited and you will need to book online to participate. See the flyer on page 3 for details.

As we go to press the East Hills Car Show on Sunday 15th November is still on, so that would be a good way to restart our club activities. We're going to meet up at McDonalds at Moorebank at 8:00am for coffees, and leaving at 8:30 in convoy to East Hills.

As for next year, Carl is already making enquiries about a VW display at the Australia Day car show at Glenbrook, and we will soon start making plans for the annual Summer Cruise to Stanwell Park in January. We've been invited again to the Gerringong Motorfest in February, so hopefully by then the covid situation will just be a bad memory.

I've been attending a race meeting held at Sydney Motorsport Park called Roll Racing with my Beetle. It's a bit



Towards the end of the night around 9.30 to 10pm the pits are shut and eliminations are run to see which car is the fastest on the night and they invite the 2 cars in the final back for the next event where they will receive a VIP package to the next event where possible they will be given the 1st and 2nd garages so everyone knows they are the ones to beat. It's great fun in pretty safe environment.

Thank you again to everyone who has submitted articles for the magazine. We have far more stuff than we can use! but it will keep for future issues. Phil and Ash have put together another cracking read to keep us informed and entertained this month.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Greetings all!!

We're starting to see some lovely weather here in Canberra (I hope I haven't jinxed it now). Here's hoping we can all start getting out and about to enjoy it!

I recently attended a dyno day with a group of friends here in Canberra, I was very pleased with the results for the Scirocco's power output. From stock the Scirocco runs about 188 kW, but with all the engine modification's I've made, Monster is now sitting at 222.6 kW at the wheels. It was and



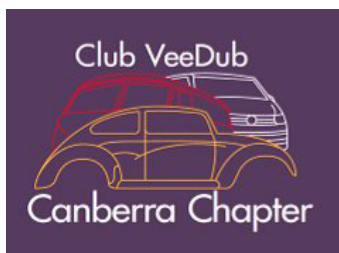
adventure well worth the wind burn!

Some good news, the monthly Canberra meetings will recommence on Monday, 2 November 2020 at 7:30pm - Harmonie German Club in Narrabundah. We'd really love to see our members there and join us for a pre meeting dinner from 6:30pm at the club.

Take care all, I look forward to seeing some new and familiar faces over the coming months!

Cheers

Dot



## Klub Kalender.

**\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice.**

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

### 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 - CANCELLED**

**Sunday 25th:- Sydney German Autofest** at Gough Whitlam Park, Earlwood - CANCELLED

### November.

**Monday 2nd:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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

**Saturday 7th:- Kombi Rally** at Cronulla Beach, organised by VW Group Australia as part of the Tradie Surfmasters event. Bookings are essential and places strictly limited. See the flyer on page 3 for all details.

**Thursday 12th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Sunday 15th:- East Hills Charity Car Show** at Marco Reserve, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome.

Trophies to be won in numerous categories. Kelso park is unavailable due to council works, but Marco Reserve is right next door. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** [www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

**Thursday 19th:- CLUB VW MONTHLY MEETING - to be advised**

### December.

**Monday 7th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

**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 and CHRISTMAS PARTY - to be advised**

### January 2021.

**Monday 4th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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

**Thursday 14th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

The advertisement is enclosed in a black border. On the left is a black and white photograph of a classic Volkswagen Beetle. To the right of the car is the Volkswagen logo. Below the car, the text reads: "Let's talk over Volkswagen with MOTORWAYS". To the right of the logo, the text reads: "DEP. \$340 (€170)", "WEEKLY \$9.50 (€4'15'0)", and "Sales &amp; Service". At the bottom, it says "MOTORWAYS FOR VOLKSWAGENS" and "TWO BIG BRANCHES:". The first branch is at "364 Prince's Highway ROCKDALE 59-0301". The second branch is at "110 Prince's Highway ST. PETERS 51-8991". At the very bottom, it says "OPEN EVERY DAY, INCLUDING SUNDAY".

**Thursday 21st:- CLUB VW MONTHLY MEETING** - to be advised

**Tuesday 26th:- Australia Day 2021 Car Show** at Glenbrook. Display your Volkswagen and join in the fun at the Australia Day celebrations and the famous Annual Gnome Convention in the Blue Mountains at Glenbrook Park, Park St carpark opposite Euroka St. It's a great day - a country fair with extra flair! Gnomes come from all over to join the fun! Brought to you by Rotary Lower Blue Mountains in Glenbrook Park. Contact Carl Moll on 0417 471137 for more info. **Join the Club VW Convoy! Meet at McDonalds M4 westbound Eastern Creek from 7:15 am for a 7:45 am departure. 20 min (28 km) to Glenbrook.**

## February.

**Monday 1st:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. YES WE'RE BACK!

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

**Thursday 11th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Thursday 18th:- CLUB VW MONTHLY MEETING** - to be advised

**Saturday 20th:- Gerringong Motorfest 2021** at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Gerringong Lions Club for prostate cancer research. We would like lots of Volkswagens to join our display of over 150 classic cars. Some famous race cars will be there, and hopefully a famous former Parramatta rugby league player who now lives in Gerringong. Town markets on the same day, a short walk away. \$5 entry for all show cars. For more info contact Keith Watson on 0401 777130. **Join the Club VW Convoy from McDonalds at Engadine (Princes Hwy) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.**

## 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.

**FFor Sale:- 1955 -1956 VW Hazet roundbox** including all twelve originally supplied tools. I have installed a new felt liner that matches the original felt liner. The screwdrivers



particularly are in phenomenal condition for their age. There is a small chip out of the top edge of one of the jaws on the 760 slip joint pliers where it looks like someone was clamping something while welding. I am endeavouring to find a replacement 760 tool. The buyer would have the option of swapping the original condition roundbox shown in the photos for a restored identical roundbox for an additional cost of \$450-00. The tools included are:

- \* 1850 – 150 mm pliers
- \* 764 – Spark plug wrench
- \* 760 – Slip joint multi-grips
- \* 772/2 – Lug wrench with Knurled handle
- \* 561 – 36mm wrench
- \* 811-9R – Large flat blade screwdriver (very rare but out of a 1962 roundbox. The correct model screwdriver was the 811-6 which is almost non-existent and often in awful condition because people used to use the slip joint pliers to turn the wooden handled screwdrivers)
- \* 813-2 – Medium flat blade screwdriver (very rare)
- \* 814-02a – Stubby screwdriver (very, very rare in unused condition)
- \* 2527 – Fuel pump wrench
- \* 600 – 14mm open end/ring spanner
- \* 450 – 10 x 12mm open ended spanner (very, very rare)
- \* 450 – 7 x 8mm open ended spanner

I have been collecting and restoring Hazet roundboxes for some time and I have never seen a roundbox for sale that included ALL the correct tools. If you were to try to collect the Hazet tools and roundbox individually, it could take a couple of years and with the cost of international shipping added you could be out-of-pocket \$4-5,000-00. Offers around \$3,000 would be considered. I can also offer Roundbox restoration services (including royal blue flocking, new clips rivets, re-spraying ) to the members if they require. Please contact Mark Hanley on 0419 278223 or email [mark@housecalls.biz](mailto:mark@housecalls.biz)

**or Sale:- I have a 1975 VW Microbus** for sale. Asking price \$20,000. One owner. Would anyone from your club be interested? Located at Queanbeyan NSW. Contact Mrs Janelle Mohr on (02) 6238 2381 before 10.00 am or after 4.00 pm, or email [hans.mohr2@bigpond.com](mailto:hans.mohr2@bigpond.com)

**For Sale:- 5 x original 15" early Kombi wheels**, Wide 5. Plus 1 x 14inch. Make a reasonable offer. Pick Up Castle Hill





2154. Contact Sharron on 0418 909323 or email [smarico@iprimus.com.au](mailto:smarico@iprimus.com.au)

**Wanted: Various components for a VW T4 Transporter SWB, 2.5L petrol engine, 1991-2003.** I am slowly wanting to get the car restored. It has been a challenge but I hope to do this slowly and properly and that this lovely club can assist me:

- \* Rear wiper arm cap x 2 for both barn doors
- \* Storage box for both right and left cab door panels (flat grey)
- \* Inner wheel hubcaps specific to the ones in the photo they are 7 inches wide, missing two but will take four if there are four of the one design.
- \* Seat belt cap cover (black) for drivers side seat belt
- \* Instrument parts - air bag light and not sure what the other buttons were as they were like that when I bought it.
- \* Front air vents on top of dash x 2 (cracked and brittle due to



heat)

\* Drivers and passenger door handle covers that snap onto to the actual door handle itself.

Do you wreck VWs? If you could please help with these parts, or let me know where I should seek these parts, please contact Miss Karen Kopac on 0419 638 021 or email [kazkopac@yahoo.com.au](mailto:kazkopac@yahoo.com.au)



**For Sale:- VW Glove Box Pull Tab.** These high quality VW glove box tabs are a must-have for any VW owner. Not only do they make opening your Volkswagen glove box a snap, but it also reduces the wear and tear on the glove box latch. Installation is a snap as the tab sits behind your factory glove box latch. No drilling, welding, or glue required! Australian Made from high quality stainless steel, then polished to a car show shine. This glove box tab will fit all Volkswagen Beetles and Karmann Ghias with a glove box release that has a push button. Volkswagen Beetle 1953 – 1967, Volkswagen Karmann Ghia 1955 – 1967. Price \$35 including postage anywhere in Australia. Contact Carl on 0417 471137.





**Free to Good Home:-** I am doing a cleanup once again, blame it on Covid if you like, but really I have had my garage refurbished by my grandson who has his own business and has recently added garage floors to the business, using a special paint topped with coloured vinyl flakes and sealed, just a magic finish. So, having said that I have a **number of spares** to move on, I might add all FREE!, I am only too happy to pass them on to a new home. What I have is:

(4) four headlights, lens rims and connections, some of the connections may need some attention, but generally ok. Two of the headlights came off my 1971 Superbug and have eyelids attached, I replaced them with sealed beams.. The other two are the same vintage 1970's or thereabouts. Then I have (2) standard front springs in good condition. And (2) Alloy valve covers with locking clips. As I said all free, would like to see them all go together, however, see what happens. I'm based in Figtree, but if need be and someone is really interested I can go to my daughter's at Lugarno (just up the street from Steve Carter's home) for lunch one day and bring them with me. Please contact Brian Mannix on 0428 151135 or email [brianmannix75@gmail.com](mailto:brianmannix75@gmail.com)

**For Auction:** The upcoming **2020 Shannons Spring Timed Online Auction** will have a couple of German classic vehicles that may be of interest to Club Veedub members. These are a **1969 VW 1500**, and a **1979 Porsche 928s auto**. The auction will be online and open for bidding from 10am 11 November to 7pm 18 November. Vehicles are based both in Sydney and Melbourne. To view the classic cars, motorbikes and memorabilia currently listed for the auction, and to register your interest as a bidder, visit the Shannons website: [www.shannons.com.au/auctions/2020-shannons-spring-timed-online-auction/](http://www.shannons.com.au/auctions/2020-shannons-spring-timed-online-auction/)



**Free to Good Home:-** I was given a couple of rear seats, originally from a Toyota Tarago. I was going to use one on my kombi and one on my suzuki van. Changed my mind and had them in the kombi to take them to the tip, when i thought someone with a van (any van) might be able to use one or both, so I thought i would advertise them. They are FREE. They can be picked up at Padstow, Sydney. Phone Phil Warnecke on 0422 643 036. If no one is interested, I will take them to the tip.

## 2nd Month ads.

**Wanted:- VW Intake Manifold 1300-1600cc Single Port.** VW part #113-129-701 J. Would prefer one with clear heat risers, but let me know what you have? Also need stock exhaust. Cheers [info@russelltate.com](mailto:info@russelltate.com)

**For Sale:-** I don't know whether your members are Beetle enthusiasts only (I had one once, as well as a Karmann Ghia!), but I'm about to put my **2000 Passat Variant V6** on the market. It's done 277,000 km and always fully serviced. Car is located in Canberra and has ACT registration. Please direct enquiries to Adrian Herring at [aherring@ozemail.com.au](mailto:aherring@ozemail.com.au)



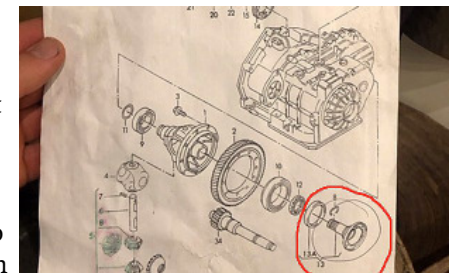
**Wanted:-** I am looking for some genuine VW parts to suit 2001 VW T4 Transporter. The parts I want are 13, 13A 8 on this ETKA chart.

**Flanged shaft and circlip** from transmission. The Part Number is

**02G409355 VW**

Either new or second hand is fine. To send to Queensland. If you can help please phone Tony Hayes on 0400 101862 or email

[tony17hayes@tpg.com.au](mailto:tony17hayes@tpg.com.au)



**For Sale:- The 1965 Volkswagen 'Orange Smoothie'** is up for sale. New 1600 engine, Freeway Flyer gearbox, Genuine Porsche Fuchs 15in polished mags, no chrome. \$29000.00 or ONO. For a full description and further details contact David Birchall on 0415 957030 or email [dbirchall54@gmail.com](mailto:dbirchall54@gmail.com)





## Trades and services directory.

## Trades and services directory.

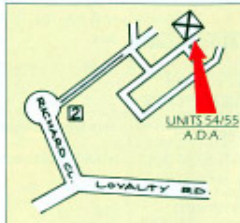
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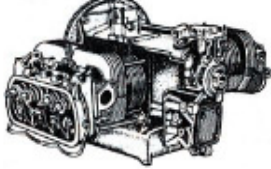
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## T-Roc prices.

The price of entry into a new 2021 Volkswagen T-Roc has fallen, with the new T-Roc 110TSI Style model slotting in below the previously announced 140TSI Sport.

Priced from \$33,990 before on-road costs, the 110TSI Style will enter with a starting price \$6500 cheaper than the 140TSI Sport announced in January.

The Golf-based T-Roc range was originally set for an April launch, joining the smaller Polo-based T-Cross, but a manufacturing delay led to a September debut instead (see August Zeitschrift).

As its name suggests, the 110TSI offers 110 kW of power and 250 Nm of torque from its 1.4-litre turbo petrol four-cylinder engine, matched to an eight-speed torque-converter automatic transmission and a front-wheel drive configuration.

Fuel consumption is rated at 6.2L/100km.

By comparison, the 140TSI's 2.0-litre turbo petrol engine turns out 140 kW and 320 Nm, matching a seven-speed 'DSG' dual-clutch auto with Volkswagen's 4Motion all-wheel drive system.

The 110TSI style also misses out on the 140TSI's multi-link rear suspension, equipped instead with a torsion-beam design.

The Australian debut of the "competitively priced" T-Roc 110TSI also sees the anticipated T-Cross 110TSI crossed off VW's local shopping list - reducing the range double-ups in purpose, price and range complexity.

The T-Roc 110TSI Style will come with an impressive list of standard features. Optional packages will include the \$2000 Sound & Vision pack, adding Digital Cockpit (digital instrument display behind the steering wheel), Discover Media navigation system and Beats audio system.

There's also the \$3800 Luxury package, adding Vienna leather-appointed upholstery (which means sections of the seats but not an entire covering), heated front seats, panoramic electric glass sunroof and an electrically operated tailgate.

## Amarok 580 V6 in more models.

The Volkswagen Amarok line-up is poised to get a power boost, with the biggest selling variant in

the range getting the 580 Nm TDI V6 previously reserved for the most expensive models.

And with the changes, the requirement for AdBlue will be dropped from newly introduced 580 models, as Volkswagen Australia switches to source all variants of the Amarok from Argentina rather than Germany.

Previously, the Volkswagen Amarok was sourced from both Argentina and Germany, depending on the engine variant.

The first shipments of the updated models are due in local showrooms this month.

The Volkswagen Amarok gained the option of a 3.0-litre TDI V6 matched to an eight-speed auto and permanent all-wheel-drive - a drivetrain borrowed from the Porsche Cayenne and Audi Q7 - in November 2016, initially with an output of 165 kW/550 Nm.

In November 2018, the top of the range VW Amarok models gained a higher output version of the same engine (190 kW/580 Nm), while the regular TDI V6 (165 kW/550 Nm) eventually made its way to the more affordable variants.

The 190 kW/580 Nm TDI V6 delivered a decent improvement. However, vehicles equipped with the 580 Nm engine required AdBlue, an ammonia-based fluid sprayed into the exhaust, turning harmful emissions into steam.

The 580 Nm versions of the VW Amarok were rated to stricter EU6 emissions standards as they were sourced from Germany. The 550 Nm variants sourced from Argentina do not require AdBlue because they are rated to EU5 emissions standards.

However, with the switch to sourcing all variants from South America, Volkswagen has developed a 190 kW/580 Nm version of the TDI V6 for the Amarok that meets EU5 emissions standards and, therefore, will not require AdBlue, typically topped up every 10,000 km or so after the car displays a warning symbol.

While the four-cylinder variants of the Amarok remain on sale in Australia, the new TDI V6 line-up looks like this: Core manual (165 kW/500 Nm), Core auto (165 kW/550 Nm), Sportline auto (165 kW/550 Nm), Highline auto (190 kW/580 Nm), Highline Black auto (190 kW/580 Nm), Ultimate auto (190 kW/580 Nm).

Australia is the biggest market in the world for the Volkswagen Amarok V6 - and the second biggest market (behind Argentina) when four-cylinder and V6 variants are combined.



To help keep the current VW Amarok fresh while development work commences on its joint venture ute based on the new generation Ford Ranger - due in 2022 or 2023 - VW has added the 190 kW/580 Nm TDI V6 to the middle-of-the-range Highline variant, which also happens to be the most popular model in the line-up.

Volkswagen Australia says almost 90 per cent of the 1,200 Amaroks sold in Australia in June were V6s. Despite the age of the Volkswagen Amarok, the June tally was the model's third biggest sales month since the vehicle was introduced here in 2011.

## Tiguan R is new range flagship.

The Volkswagen Tiguan family SUV has received a mid-life update four years after this generation went on sale in Australia - and promises another step towards autonomous driving tech, and the option of a high-performance model for the first time.



Official photos of the 2021 Tiguan show Volkswagen's biggest-selling model (after overtaking the VW Golf last year) will adopt the bigger Touareg's new front end appearance, notably the chiselled headlights and wide grille that brings it into line with the newest VW models.

The interior again features a 26-cm digital instrument display and a 20.3-cm -inch high-resolution touchscreen, a new steering wheel design with new touch controls, as well as some trim changes and new charging ports, including USB-C.

Volkswagen's new MIB3 infotainment system, revealed with the refreshed Passat last year, is also featured.

The electrically-powered tailgate, with sensors that detect a deft swing of the foot to open or close, will be available on more models than before.

Top-end models will have memory settings for the power seats and side mirrors - able to switch between different drivers at the press of a button - as well as the option of heated seats.

New ambient lighting for the cabin of top end models will give owners the choice of 15 colours to suit their mood.

US models will have premium audio by Fender, though it's unclear if that will be offered on examples sold here.

The flagship Tiguan R, not yet confirmed for Australia, is powered by a 2.0-litre turbo petrol four-cylinder engine producing 235 kW and 420 Nm in European spec.

As with the Golf R, power is sent to an all-wheel drive

system through a seven-speed 'DSG' dual-clutch transmission.

In the specification shown here, the hero model wears 21-inch alloy wheels and features an Akrapovic exhaust system. Further details on the Tiguan R are still to come.

A statement from Volkswagen says the new Tiguan "takes assisted driving one step further" with a new optional feature called Travel Assist.

"The system can take over steering, braking and acceleration of the new Tiguan at speeds of between 0 and 210 km/h," while pointing out "the driver remains responsible for control ... at all times."

The system uses including radar cruise control and lane keeping assistance technology. To activate the next stage in the gradual rollout of autonomous motoring, the driver needs to press the Travel Assist button on the new steering wheel, "but must keep their hands on the steering wheel even when Travel Assist is active.

"Touch detection is a great deal more reliable than steering angle-based systems even on long and very flat stretches of road," Volkswagen's press notes said.

The system also takes into account local speed limit information, town boundary signs, junctions and roundabouts, and will adjust the vehicle's speed accordingly.

Volkswagen Australia says it is too early to discuss engine options for local showrooms, however we understand most will be carryover from today's model, given the extra cost involved in engineering updates to suit our low grade fuel.

A statement from Volkswagen Australia said the company expects to see updated Tiguan next year, but does not yet have official timing.

As for the proposed Volkswagen Tiguan R high-performance model, the spokesman said: "We'd love to offer it. Australia remains one of the biggest markets worldwide for R cars, so it would be a perfect fit for us."

## Golf 8 Alltrack spotted.

The next generation of Volkswagen's Golf Alltrack high-riding small wagon has been spied testing in Europe.

As with the outgoing Mk7.5 model, the Mk8 Alltrack will be pitched as a more off-road-oriented version of the regular Golf wagon, riding higher than the standard model in a bid to improve its abilities off the beaten track.

The modest increase in ride height is complemented by black wheel-arch cladding, 'Alltrack' badging, silver faux skid plates and more rugged bumpers and side skirts, though some clever camouflage across the front bumper means it's unclear whether the prototype sports a revised design compared to





standard Golf models.

There's also some black disguise tape beneath the test car's headlights and daytime-running light strip, however they're very likely to carry over unchanged from the rest of the non-performance Golf range.

Snapped testing alongside the Alltrack was another prototype of the regular wagon, wearing similar amounts of camouflage on the tail-lights and rear reflectors as the example spied in May.



The 2021 Volkswagen Golf wagon and Alltrack are expected to be formally unveiled by the end of the year. Both long-roof variants should offer the same range of mild-hybrid petrol and diesel engines in Europe as their hatchback counterparts, mated to manual and dual-clutch automatic gearboxes.

The Alltrack is expected to be offered solely with the self-shifter, paired to standard 4Motion all-wheel-drive.

The hot Volkswagen Golf R wagon is slated to debut in 2021, powered by a 2.0-litre four-cylinder turbo-petrol producing upwards of 245 kW, sent to all four wheels through a dual-clutch automatic transmission.

An Australian arrival for the Volkswagen Golf wagon and Alltrack has yet to be confirmed by Volkswagen's local division, however any potential launch for the practical duo would likely occur alongside their hatch siblings in early 2021.

We'd imagine the local line-up would look similar to that of the outgoing Mk7.5, which consists of R, Alltrack and 110TSI variants - the lattermost likely pairing a 1.4-litre turbo with an eight-speed torque-converter automatic, as with the equivalent Mk8 hatch.

## VW e-names trademarked.

Volkswagen has trademarked a number of model names with European authorities. All four submitted names were trademarked with the 'e' prefix, pointing to yet another expansion of Volkswagen's electric future.

The website of the European Union Intellectual Property Office has revealed the trademark applications from Volkswagen, which are: e-Beetle, e-Karmann, e-Kübel, and e-Golf Classic.

Volkswagen has previously indicated it plans to build an electric version of the modern Kombi - as a van and a people mover - as VW looks to its past to map out its future. Perhaps e-Bulli or e-Kombi might be future trademarks.



Herbert Diess, now VW chairman, told British car magazine Autocar back in late 2017: "If we wanted to do a Beetle, electrically it would be much better than [the last New Beetle] model, much closer to history, because it could be rear-wheel drive".

The VW e-Karmann also appears to be resurrecting the moniker of the VW Karmann Ghia, a two-door sports car based on the original Beetle's mechanicals and produced from 1955 to 1974.

Karmann was the German coachbuilder responsible for producing the body of the car, while Ghia refers to the car's designer - Italian company Carrozzeria Ghia. Karmann went out of business in 2010, and the remains (and factory in Osnabruck) are now owned by Volkswagen. However the Ghia name has not been mentioned, as that company is still in operation as a division within the Ford group.

The e-Kübel name is reference to the Type 181, better known as the VW Thing or VW Trekker, which was called the Kübelwagen for the German market. It's not meant to refer to the famous predecessor of World War II.

The trademarks show Volkswagen may also be planning another retro model. The e-Golf Classic could refer to a new retro model paying homage to the first generation of VW Golf models. Perhaps an electric Golf with the retro look of the Mk1 or Mk2?

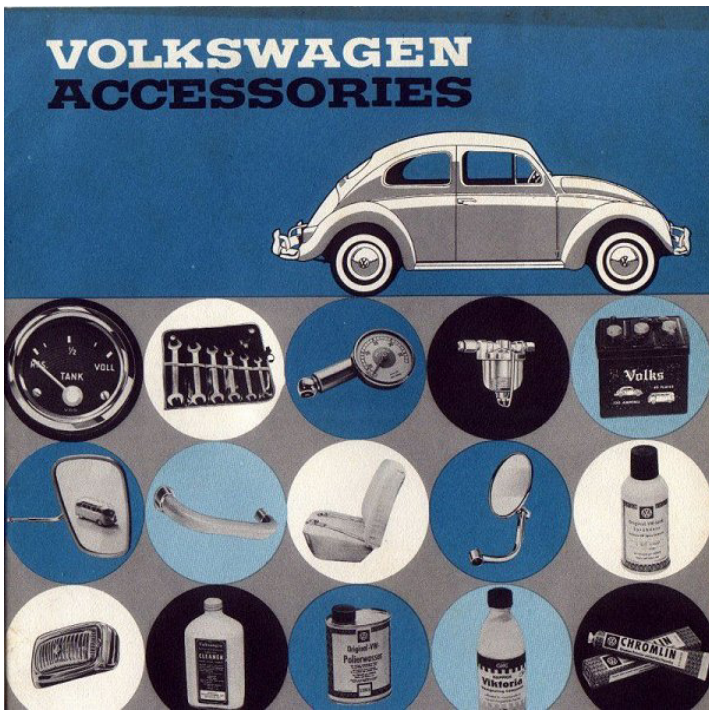


All four models could be based on Volkswagen's MEB electric 'skateboard' platform. The 'skateboard' concept allows car manufacturers to fit a number of different bodies on top of a common vehicle 'platform', saving substantial costs.

A number of models are reportedly using the MEB platform, including the upcoming VW ID.4, which is expected to arrive in Australian showrooms in 2022.

Volkswagen has also licenced the MEB architecture to Ford.





## Vintage accessories.

For as long as I can remember, people (including myself) have been collecting accessories for their old Volkswagens.

There are so many to choose from and it's a great way to make your car stand out in a crowd.

People are always amazed at how they are made or designed.

My favourite is the elusive clock for the oval window Beetle.

We have all seen Beetles at shows that are loaded with vintage accessories. They look great, but really, nobody ever optioned all of these back in the day. People normally only ever optioned maybe one or maybe two accessories, like a lock on the boot lid, or an external rear vision mirror, with

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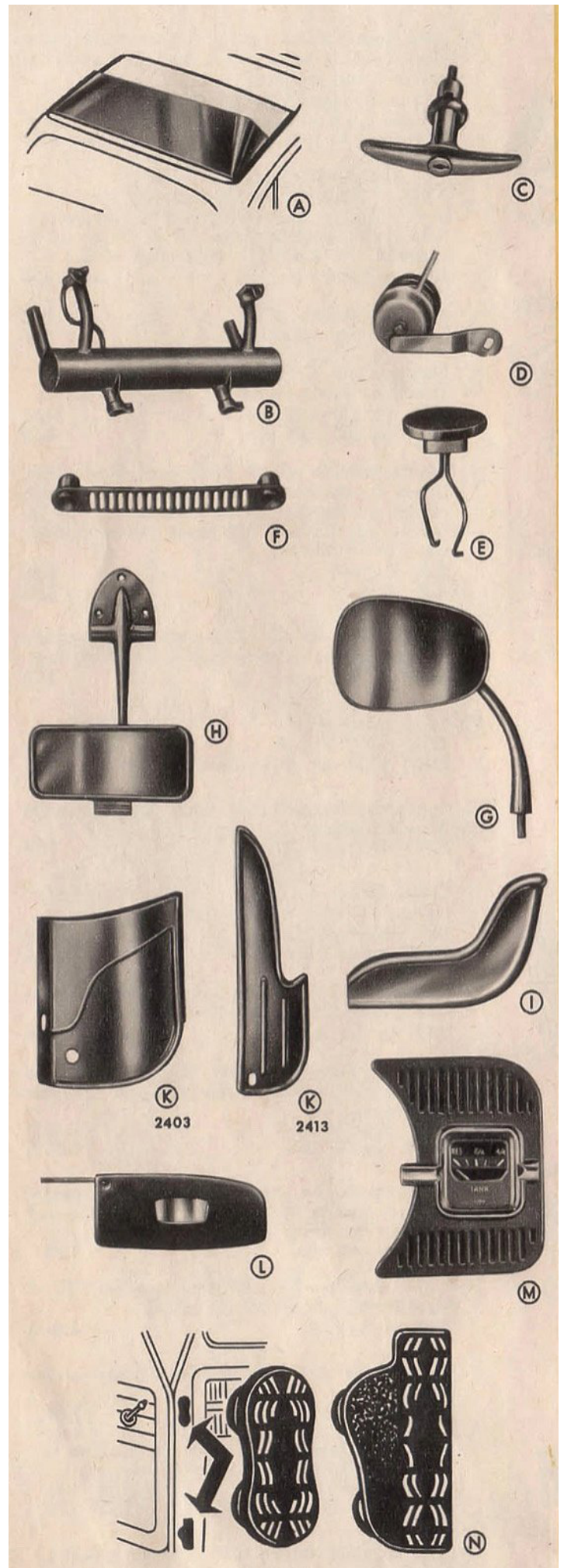
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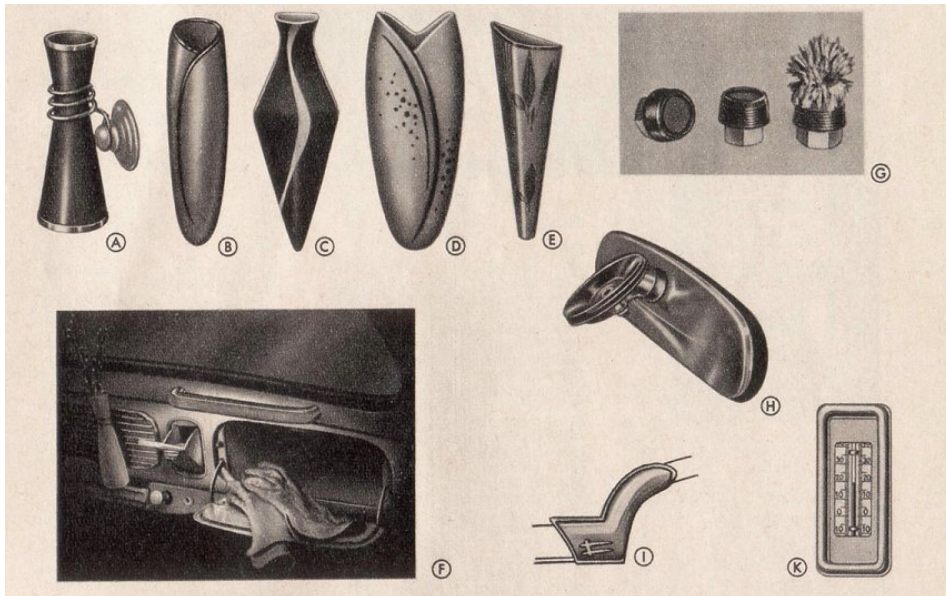
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from 1968 to 1980. Other makers to look for include Dormobile, Swagman (with the full-length fibreglass roof), Land-Cruisers, John Terry (Discoverer) and Trakka-Van.

When buying a camper, make sure it's always been camper van from new and not something someone's just put some cupboards in. Like most VW models, they came with a wide choice of extras and accessories when new.

Most important of all and the number one rule when buying an original camper is the condition of the cabinetry.

Everything else can be repaired, paint, engine, and gearbox, but original cabinetry is near impossible to repair or replicate.

If cabinetry is missing or damaged in any way, it's a deal breaker and walk on.

Trakka bought the rights to the VW Australia camper business when they folded in the early 1980s, and they still make new campers from modern VW Transporters. They are brilliant and if I could afford one, it's what I'd have, but I can't, so I have to work backwards from there.

You might have missed the boat on getting a T1 or T2 camper at an affordable price, but T3, T4, and T5 campers are just as good, and maybe better in many ways - especially being more modern, roomy, safer, faster and better to drive.

Any model of camper is cool, and if you're prepared to wait for the right one, you can still easily get one of these beauties.

Ashley Day.

mud flaps or back window venetian blinds.

Nowadays, I've come full circle. I just love cars that people have resisted the temptation to bolt on any accessories at all, not even a radio.

I've realised that I feel Volkswagens look better without any of these bolt on items.

It's how simple Volkswagens are, which makes them so cool.

Ashley Day

## Follow the sun.

By far, one of the best Volkswagens ever is the Kombi camper - properly known as the Campmobile.

Anywhere you go, you have shade, a bed, a fridge, a sink with water tank and hand pump, a gas stove, a folding table and plenty of storage space. You can stop anywhere you want and you can cook a bacon sandwich and make a cup of coffee, or just grab a cold beer.

You can always use them as a spare bedroom if guests decide to drop over. If you drink too much at a friend's house, you have your own place to stay.

Also, imagine setting up at next car show and offering your friends a sausage sandwich or a cool drink.

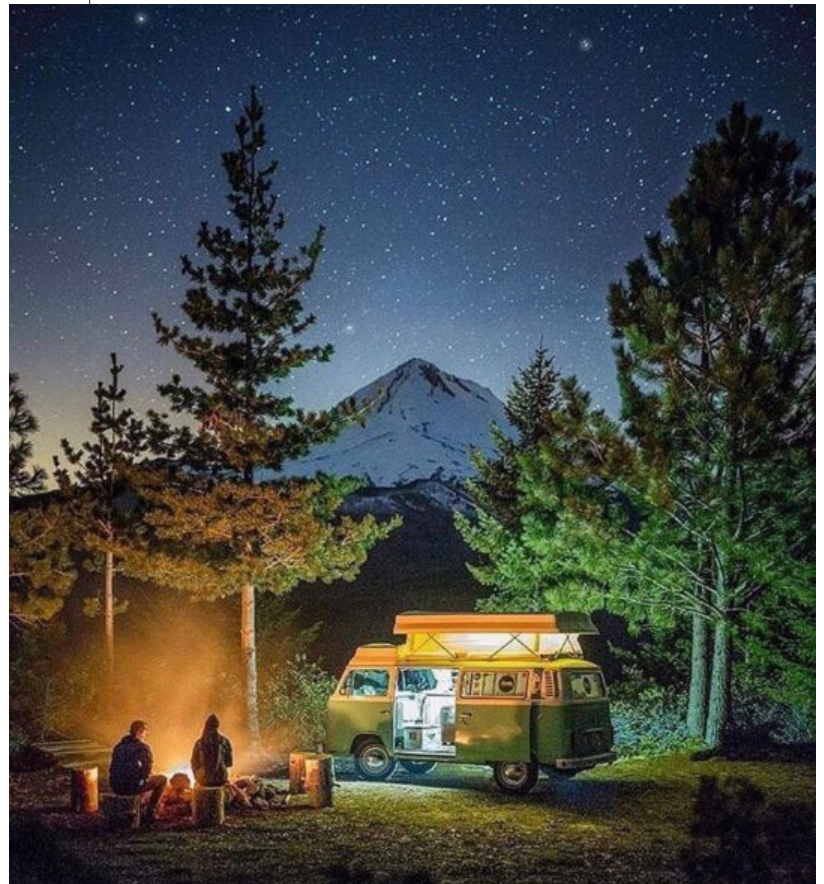
I wish I could just keep on driving and forget about work, but it's never like that. I always have to return to work because of money.

Kids go crazy around Kombi campers because they have never seen anything like that before. They always want to climb inside and play. And that super cool upstairs bedroom!

Partners in life also love bedding down in Kombi campers, especially if there are sea breezes and the swoosh of a deserted moonlit ocean beach nearby, and that makes it a winning situation for everyone involved.

You could make a camper out of any brand of van, but it just wouldn't have the 'look.'

Good '70s VW Kombi campers are getting harder to find. The original Sopru 'factory' campers are the most desirable, since they were converted by a division of VW Australia and they made over 12,000 of them







## Volkswagen Polo Style.

It's getting increasingly difficult to sell a small car in Australia, thanks to the market's insatiable appetite for SUVs. Passenger cars, especially small ones, are now unfashionable.

Several of the Volkswagen Polo's competitors - for one reason or another - have been forced to exit Australia's market, or at very least have their ranges cropped down to a slim list of competitive variants.

The Polo soldiers on, though, proving there's a niche to be filled for a polished and well-equipped offering in such a contracting market segment.

Volkswagen's most recent update to the Polo range has seen its limited-edition Beats variant replaced with this car, the Polo Style.

But in such a price-conscious market segment, is the Style too much coin? We drove one for a week to find out.

### Is there anything interesting about its design?

For a variant dubbed 'Style' there was surprisingly little extra in the look, particularly from the outside. That's not to say the Polo isn't an attractive car. In fact, on its base appearance alone it's probably one of the best looking small cars you can buy. But there's nothing extra impressive about the 'Style.'

Slick angles and lines are oh-so-resolved in the signature Volkswagen way, and the angular rear light and DRL fittings suit it well. It does a fantastic job of being the shrunken Golf it needs to be to fit in with VW's line-up.

Extra points for the subtle details in the moldings that give the interior a feel a league above most cars in the small hatch class.

Sadly, even at the Style's relatively expensive price-point, the look is tarnished slightly by the lack of LED headlights.

Inside is a slightly different story. The Style gets a unique synthetic cloth seat trim and a slightly different dash-filler. It is all a bit grey compared to the outgoing Beats' cherries and cream look interior, but still an aesthetically pleasing place to be thanks largely to an abundance of quality trims and materials.

The flashy screens, one in the centre of the dash, and

the virtual instrument cluster are particularly impressive visually.

### How practical is the space inside?

The Polo offers a large interior space and a swathe of practical storage areas with just a few small oversights.

Up front, occupants can make use of huge bottle holders in each door, a large trench under the air-conditioning controls that also houses dual USB outlets, a decently sized glove box, and a small centre console box.

While much of the interior consists of grey plastics, at least the major touch points are clad in a soft finish, although the armrests could have used a little more padding for elbow-resting on longer journeys.

The rear seats provide a surprising amount of room for such a small car, even offering a little air space for my knees, and the roof is high enough to give me room above my head, too (I'm 182 cm tall).

The middle seat is unavoidably tight, and I wouldn't recommend subjecting adult-sized humans to it for longer journeys. There are also no directional air vents for back seat occupants, but there are two USB ports so they can charge devices.

The Polo has decent bottle holders in the rear doors, too, although it was lacking even the rudimentary elbow padding that front passengers benefit from.

Boot space comes in at 341 litres which sounds, and is, very impressive for the class, but our recent Polo vs Audi A1 test proved the numbers only tell half the story.

Despite the Audi having less 'space' (335 L) it was easier to use, fitting our entire suitcase set where the Polo could only fit two of the three. This was due to the higher boot floor in the Polo, a necessary design element given it scores a full-size spare underneath.



### Does it represent good value for the price? What features does it come with?

This Polo is priced at \$24,990 making it expensive when you consider more mainstream alternatives like the Kia Rio (GT - \$23,590) and Toyota Yaris (ZR - \$22,670), or more niche euro rivals like the Renault Clio (Intens - \$23,990), and Peugeot 208 (Allure, \$24,990).

It has to be said that the Polo aces pretty much all of



those rivals when it comes to specification (and refinement), so you will be getting what you pay for.

Good examples of this include the 20.3-cm multimedia touchscreen with a slick stock interface as well as Apple CarPlay and Android Auto compatibility, backed by the truly impressive 300W Beats-branded audio system, carried across from the Polo Beats edition.

The digital dash - essentially a VW version of Audi's excellent virtual cockpit suite - is almost unheard of in a car at this price point, and an impressive bit of kit no matter which way you cut it.

A leather-trimmed wheel and tidy fittings common across most Volkswagen models, even up to the \$90K-plus Touareg, helps to lift the cabin ambiance above most rivals.

To many (who won't be cross-shopping budget rivals anyway) this more 'premium' feel will be worth the extra few grand alone.

Other great standard inclusions come in the form of standard safety (which we'll talk about later), an auto-dimming rear-view mirror as well as heated wing mirrors, a reversing camera, 16-inch alloy wheels, and built-in sat nav.



You can also optionally equip a \$1500 'Driver Assist package' that will up the standard spec to include more safety items like blind-spot monitoring, rear cross traffic alert, auto parking, adaptive cruise control and auto folding mirrors.

This is 100 per cent worth it, although I'll acknowledge that by the time you've equipped that and considered on-road pricing you'll be looking down the barrel of a price tag which will get you into some very good competitor hatchbacks a full size up.

#### **What are the key stats for the engine and transmission?**

The Polo is available with three engines across its range, but the Style is only available with one - the mid-spec 85 kW/200 Nm 1.0-litre three-cylinder turbo-petrol.

It's a fun high-tech little engine, in this instance mated exclusively to a seven-speed dual-clutch auto, although it has a few issues explored in the driving section of this review. The Polo is front-wheel drive only.

#### **How much fuel does it consume?**

Given all that high-tech wizardry in the engine I'd expected a slightly better fuel number than the one which Matt Campbell and I got back from our at-the-pump comparison test.

Against a claimed/combined fuel consumption figure of 5.0 L/100 km, the Polo's actual reading we recorded was 7.1 L/100 km.

These real-world figures are still capable of outranking cheaper rivals with older engines, but there's also the necessity of filling up with at least 95RON premium petrol to consider.

The Polo has a 40-litre fuel tank, giving a claimed range of 800 km, or 565 km using our more leaden-foot consumption.

#### **What's it like to drive?**

Here's a place you'll feel where your extra money has gone, too. The Polo is a pleasure to drive, easily among the best in its size-class.

Particularly notable is the suspension, steering, and handling - all of which are prime examples of VW's engineering prowess.

The steering is light, but direct leading to fun in the corners, but never fatigue on long drives.

The suspension is a great emulation of the larger Golf's wonderful ride; it's just not quite to the same level. Over worse bumps, the torsion-beam rear-end can be stiff, but credit where credit is due, the ride on the Polo is still better than anything I can think of in this size-bracket, including its Audi A1 premium cousin.

The engine has some unfortunate characteristics for everyday driving. The amount of moving components combined with a stop-start system and low torque from the get-go means this car can be far too slow off the mark, to the point where you'll be missing gaps in traffic at T-intersections.







Once it's up and running though, it's a fun little unit, surging up the rev-range with a gruff three-cylinder grumble to boot. The transmission is fast and smart at speed to, flicking between ratios at a lightning pace.

It's a drive experience that's mostly what you'd expect from a larger, more expensive vehicle, and that's a very good thing.

#### What safety equipment is fitted? What safety rating?

The Polo Style offers a great safety suite, headlined by auto emergency braking (AEB) with pedestrian detection and driver attention alert.

To make it really shine though, you'll need to tick that \$1500 safety upgrade option to get access to blind spot monitoring, rear cross-traffic alert, and active cruise control. Tick that box. It's worth it.

Safety pack or not, the Polo carries a maximum five-star ANCAP safety rating as of February 2018.

A reasonably high-resolution reversing camera comes standard, as does a suite of six airbags and a set of two ISOFIX child-seat mounting points for the outer rear seats.

In case you are wondering, Australian-delivered Polos come from Volkswagen's Uitenhage factory in South Africa.

#### What does it cost to own? What warranty is offered?

VW backs the Polo with its range-wide five-year/unlimited kilometre warranty and 12 months of roadside assist.

There's a catch to the servicing. VW sells servicing packs that will add up to a significant discount compared to the pay-as-you-go alternative, but you'll need to add either



\$950 or \$1800 to the upfront cost for three or five years servicing respectively.

That's not bad price-wise though, and adds the advantage of bundling the service cost in on finance.

#### Verdict

The Polo Style is unavoidably pricy in the city car segment, but in so many ways you're getting what you pay for.

The Polo offers a superior look and feel than almost all competitors in the segment, as well as a swish drive experience and active safety package, too.

While the argument can be made for buying a decent car a size up for the same money, if you don't need the extra room, the Polo will impress.

Tom White, CarsGuide

## VW to play Polo for under \$20,000.

*The Australian, Thursday 4 August 1994*

The new third-generation Volkswagen Polo hatchback could be sold here from the middle of next year with a price tag of less than \$20,000.



It will be unveiled in Europe later this month in preparation for its general release early next month.

The Spanish-built Polo - produced in a former Seat Auto factory at Pamplona - is expected to be launched here as VW's entry-level model in the second quarter of 1995 with several innovative features.

These include a sophisticated anti-theft electronic immobiliser system, which is being progressively fitted in all the German automotive giant's cars, and an advanced Michelin 'Green' tyre that has set a new standard in low rolling resistance.

Michelin has won a 100 per cent original-equipment Polo contract from VW for the tyres, which use a synthetic chemical silica compound and enhance the car's fuel efficiency between 5 and 7 per cent.





While the specifications for the Australian export model are yet to be set, it is likely to offer the biggest available 1.6 litre, 55 kW engine within the Polo range, which will also list 1.0 and 1.3-litre engines, plus a 1.9-litre diesel, for European buyers.

The latest Polo, which is 50mm shorter than its predecessor but 85mm wider and 79mm higher, will offer a roomier interior and be equipped with twin airbags.

The general manager of TKM's Volkswagen Australia subsidiary, Mr Peter Ruefli, says it will sell for less than \$20,000 because of export credits generated by substantial VW component-buying contracts with local suppliers which will be announced soon.

This will make the Polo a potentially volume-selling direct competitor for the likes of the lowest-priced models in the new Toyota Corolla range, which go on sale next month and their Holden Nova counterparts being released in October, the entry-level Mazda 323 Shades and Nissan's Pulsar LX.



As VW's third real replacement here for the Beetle, after the Passat and Golf, it will play a significant role in Volkswagen Australia's aspirations to rapidly become the biggest importer of European cars with its VW, Seat and Audi brands.

The company also has future access to a new entry-level Golf and - through VW's buy-out several years ago of the Czechoslovakian maker - the next new generation Skoda to reinforce its presence in the lower end of the market.

Mr Ruefli told Automotive Business a decision had not been made yet as to whether the Polo would be supplemented here by a new baby VW, now in the advanced design stages in

readiness for a European debut in 1996.

The existence of the econocar, code named EA420, was confirmed by the chief of VW's passenger car development division, Mr Erwin Pape, who attended last week's national press preview in Adelaide of the \$28,600 Golf GL hatchback. The Golf GL went on sale this week as the foundation model in Volkswagen's full-scale Australian comeback.

He said the projected price in the German market at this stage was DM 15,000 (\$13,000).

The EA420 hatchback is the replacement for the stillborn Chico, a newsworthy concept car VW displayed at the 1991 Frankfurt Motor Show but ultimately discarded because its production costs would have been unacceptably high.



Mr Pape said the diminutive EA420 - which will be marketed primarily as a city commuter - would cost 50 per cent less to produce than the Chico.

He foreshadows some exciting new VW product and mechanical developments, including a high-performance Polo "with more than four cylinders," and a traction control system which might lay the foundation for a semi-active suspension system - within the next few years.

Mike Kable



(Note - the EA420 sub-Polo model was cancelled. VW instead revealed the US-designed 'Concept One' prototype in 1994, which evolved into the New Beetle in 1998 - Ed.)





## 1985 Bourke to Burketown Bash.

*VW Spectacular magazine #7, September 1985*

I heard about the Bourke to Burketown Bash, and thought that it was a fantastic idea and I should try to get an invitation.

The charity fund-raising concept was the baby of Dick Smith and it centred on recreating the spirit of the early Redex trials in memory of 'Gelignite' Jack Murray. The cars had to be 20 years old or older, entrants had to have a spirit of fun and adventure and be prepared to bribe and cheat so that a \$200,000 aim could be achieved for the Variety Club of Australia. The money raised would go towards the buying 15 'Sunshine' buses for handicapped children.

After the 1968 trial season, having been a 'works' driver since the late '50s I bought the blue/green works Beetle from VWA and gave it to my father to use. He used it regularly until about four years ago when he 'updated' with a 1976 torsion bar front end Beetle, retiring the old works car under some blankets, in the back shed. This then would be our mount for the B.to B.

What a nostalgia kick to go in the old style event again in a car we had travelled in, in those early years. We walked thru the first shed with the white '76 sitting there in all its smugness. Across to the second shed, put a large key in an ancient lock to open a weather-worn door, and removed the blankets to revel the toy. To the average onlooker it was like any other old, used '66 Beetle, but to the trained eye, the 'jewels' were obvious. A speedo with trip meter, the double grip African axle beam supports, the rear metal under-guard shields with mud flaps, the holes strategically cut in metal work and glove box for wires, switches and Halda speed pilot cables and several other minor things - 'chip baskets' on the headlights, 'Maico' front disc brakes and a 12-volt electrical system.

After a quick check by Eric Brown Motors, just out of Goulburn, the car was registered and taken to Sydney for a total check over and preparation for this 4000 km adventure. Whilst preparation was under way, my oldest son, 14, himself a motoring enthusiast already, found our 82-litre works tank from the 1967 works Beetle under the house. I won the International Southern Cross Rally in this car.

Work proceeded quickly. One amazing point to emerge was the availability of parts for this 20-year-old car. Everything we needed came off the shelf at VW Spare Parts, North Ryde. The assistance given, in particular the help and time put in by Ray Ratcliffe of VWA was enormous. If the part showed up is no longer available he came up with the alternative from a later model or another type.

I decided to run the car basically as we had done until the end of 1966. This meant using drum brakes and 5.60 x 15 cross-ply Olympic tyres, with tubes. The engine would be modified to somewhere between standard and the level of the twin carby units of our 1967 and 1968 cars. This work was carried out by Powertune of Gladesville through the skills of Adrian and Steve.



Soon it was 8:00am on Saturday June 1, the Sydney Opera House start. A very colourful field of 53 cars faced the starter. Len Evans had a 1924 Lancia, John Singleton a 220s Mercedes, Gordon Elliot of Channel 10 an EH Holden, John Newcombe of tennis fame, an EH Holden. There was a Model T Ford, a Rolls Royce, a brace of Beetles and a flock of Holdens. Shark experts Ron and Val Taylor were in a VW. Peter Wherrett the motoring expert was in a 1960 Morris Minor and Dick and Pip Smith, a 1964 EH Holden.







Day one was a fairly straight forward 783 km drive to Bourke, but didn't it rain - it poured!! So much so that most of the cars with their drum brakes had no stopping power at all - we almost overshot Bourke.

Day 2 was to have been a 414 km run to Tibooburra but there had been so much rain that the roads were closed. The whole day was rerouted to Charleville in Queensland with a 'horror' stretch thrown in for good measure and 'horror' it was, much mud and more mud, gates and holes, but the Beetle was in its element. Our time was ten minutes faster than the rest, quickest car and it was fun. Had we gone home then we would have been happy. We had re-lived the past in a section that was just like those years so far away. The Beetle had shown again where it really had the advantage. Rough roads were soaked up by the torsion bar, trailing arm suspension and the mud taken with ease with the weight over the rear wheels and that marvellous suspension again.



Day three was also a remote day. This time to a little place called Windorah. It was in this town that we saw the true Australian outback hospitality. Another 'horror' section was thrown in on the way, this one being very flat and smooth to start, ending up with a lot of creek crossings and rough stuff. A well-driven EH passed and beat us by five seconds on this section. Another EH and a V8 compact Fairlane had passed us also in the open, but we disposed of them in the rough.

The tiny township of Windorah, with no large hotels or motels, had 24 hours warning of our arrival. Everyone rallied around and cooked food, made accommodation available and generally went out of their way to help. About



240 people who descended on Windorah were fed in the local hall that night and at breakfast the next morning. An amazing effort.

When you looked around the town, it would have boasted thirty seven people and six dogs on a busy day. The highlights of Windorah were too numerous to mention but some of them were:

1. The team of people who attacked the local garbage tip looking for parts. One entrant took a motor out of an abandoned FB Holden ute and fitted it to his Bash car. We retrieved a flipper window for our car from the only VW at the tip and Tim Donovan who ran as back up for me from Import Advantage in Brisbane also got a windscreen from the same wreck for one of the girls' Beetles.
2. John Newcombe, arm wrestling in the main street at 1.00am.
3. Tents pitched in the middle of the main street.
4. People staying in the cells of the local gaol.
5. John Newcombe playing tennis at 2.00am.
6. Sandy Kidd, a local grazier, putting up 30 people for the night in the old homestead.
7. The second hand condition of my support crew of Roland Hill, Ken Grinlord, Kevin Anchor and John Kran, at breakfast the next morning.



From Windorah it was off to Birdsville, a fast hard trip with a destination we looked forward to. It was on this run that we lost our outright trial lead when we ran out of sparks before Betoota. When we worked out what had gone wrong and then replaced the coil, it had cost us forty minutes.

Birdsville and the Birdsville Pub were great. Another





great night, not much sleep and then on to day 5 and Mt. Isa.

Day 5 was a hard run and gradually cars had their share of troubles as the distance rolled on. Len Evans auctioned places across the finishing bridge into Burketown during dinner in Mt. Isa. John Singleton's winning bid was \$4,300 for the privilege of car one.

Day 6, the last day, was a 514 km run to Burketown and the finish. Lots of fun on the way, with more rerouting due to rain and mud. The finish central was across the bridge which spans the Albert River, but to pass over it one needed a 'Shire of Burke Official Passport.' This seemed fair enough, but the issuing table was over the river and you could not walk or drive over the bridge to get to the other side. Obviously some bureaucratic bungle, and with a river infested



with crocodiles and sharks.

Competitors used surf boards, pump up boats, pump up beds and all manner of weird devices to get to the other side and back and then on to the finish, the finish of a wonderful, fun packed carefree six days.

That night, the Thursday night, a presentation was made and Len Evans was declared winner (obviously the best cheat), in his 1924 Lancia. We were third in the trial section and picked up the best VW award.

After a relaxed stay of one day, the Friday, we did a U-turn and drove home, staying at Winton on the Saturday night and Bourke on the Sunday night, getting home at 2.00pm on the Monday afternoon of the long weekend.

My navigator for the event was long-time friend Max Stahl who had navigated for me in the '60s. We both agree that it had been a great event, a bag of fun, and had more than lived up to the aims of Dick Smith and his amazing band of helpers who made it all happen - on a voluntary basis. Over \$200,000 was raised for charity.

To the best of my knowledge our Beetle is the only known remaining works rally Beetle in Australia, and thanks to VW Australia, G. Bros of Mona Vale and Powertune of Gladesville it excels itself again. Shortly I will take it back to its shed in Goulburn and cover it with blankets for another 20 years - provided my 80-year-old Dad lets me.

He may decide to use it instead of the '76 - after all it is still a sprightly member of the family and the shed did look cleaner without it.

Barry Ferguson

## Rescuing Barry's VW.

It all started after I found and restored the 1964 Armstrong 500 Beetle, DHY-500, driven to 7th place in Class A that year by David Walker and Brian Milton. It was the best of the four VWs that year, and the last time Beetles raced at Bathurst. Our editor Phil published my story and photos in the **January 2018** issue of Zeitschrift.

Phil said to me – now that you have found that car, why don't you find Barry Ferguson's 1967 Southern Cross Rally-winning works Beetle? In those days it was called the '1600TS', with TS standing for 'Trials Special.' As you have read over the last couple of months, Barry led for most of the 1966 Rally before crashing out on the last day. He drove it again in the 1967 rally, and won the event outright. It was the first VW to win an international rally, anywhere in the world.

At that time it had NSW plates EKE-812, and has been featured in Zeitschrift a number of times. Have a look at **January 2016** (1967 Rally), **October 2016** (Norm's Barry Ferguson interview); **December 2017** (Trials Beetle), **June 2020** (1966 Rally) and **September 2020** (1967 Rally).

With just about zero chance of finding that car, I said to Phil sure, no problem...

Now I knew Barry Ferguson had driven a similar dark blue Beetle in the 1985 Bourke-to Burketown Bash, the first of the charity events organised by Dick Smith for the Variety Club. Barry had written a story about that event for the VW Spectacular magazine, and it was printed in the May 1986 issue of Zeitschrift. We've run the story again this issue, along with photo stills from Gordon Elliott's 1985 Channel 10



documentary. You can watch this on YouTube (it's in three parts – this is Part 1):

[www.youtube.com/watch?v=cjY5IjY-18A](http://www.youtube.com/watch?v=cjY5IjY-18A)

The rumour was that a former VW trials car might still be sitting in Barry's front yard or in his shed. Barry's story says that he did have a car in his shed for a long time and it was rejuvenated in 1985 for the Bash (it was fitted with a Powertune engine built by Steve Carter and Adrian Corvisy). The article doesn't say that the '85 Bash VW is the same car as the 1967 Southern Cross Rally car; in fact Barry says it was a retired 1965 trials car but he did have the fuel tank from the '67 Southern Cross car. Therefore we all assumed the two VWs were different.

Even though Barry had been personally interviewed for the October 2016 issue, nobody in Club Veedub would help with giving me any information about Barry's address or phone number (thanks for that...)

After that I never really gave it much thought. That was, until a few months later, at the start of 2019, when I was walking through a well-known VW friend's paddock full of rusty VWs. I was strangely drawn to an unusual dark-blue coloured Beetle. The owner said to me – that's Barry Ferguson's old rally Beetle. I really couldn't believe my luck. I have no idea how my mate came to have Barry's old VW.

I sent Phil a message for a future issue: "I found Barry Ferguson's old bash car. He drove this in the very first Variety Club charity event in 1985, the Bourke to Burketown Bash.

"That was easy, but sadly it's pretty trashed."



The rusty Beetle still retained many of the works rally parts. You could see where the stickers used to be and it still had its rusty PMS-796 plates from around the time of its last known rally, the 1985 Bourke to Burketown Bash.

So I had definitely found Barry's '85 Bash car. The big question though – was it really the same car as the lost 1966-1967 Southern Cross Rally EKE-812, or just another '60s Trial car? We all wondered. There was only one way to find out. A quick trip to the RTA with the chassis number proved that yes: PMS-796 used to be EKE-812!

It took about six months of negotiations, but eventually a deal was done with the owner (who doesn't want to be named). The rescue mission was on.







The little dark blue Beetle had been sitting in the paddock for a long time, and it took a bit of work to dig it out and get it ready for transport.

Luckily I had a team of friends that were more than willing to help me. A great day was had by everyone involved, and I'll remember that rescue mission forever. Thanks to everyone on the team.



In October last year the works Beetle was taken home, where the tidying up work began. High, dry and saved!

Missing parts were quickly rounded up and put inside, ready for its restoration.

The first job would be the repair of the rusted out heater channels and the holes in the floor. Then replicate the stickers and I originally hoped to have it on display at the 2020 Volkswagen Nationals – until covid intervened, that is.

I never could have made this dream happen without the help of some very special friends, and a lot of good luck.

This rusty old rally Bug could easily be the best and most historic Volkswagen I've ever found (or that found me). I could easily imagine the finished, restored car sitting at Volkswagen Australia's headquarters, or the National rally museum, or the National Motor Museum, but to me it's very special.

Barry Ferguson was Australian rally champion 9 times. He is in the Hall of Fame and has always been a hero of mine, after winning Class A in the Armstrong 500 in 1963 and the Southern Cross Rally in 1967 in VWs. He was a close second in the 1964 Ampol in a 1500 Type 3. Barry went on to race for Holden, winning the Southern Cross again in 1970 in a Torana and second in the 1979 Repco in a Commodore behind Peter Brock. He was known as 'Mr Muscle' but his



reputation was made driving Volkswagens fast for long distances in the middle of nowhere.

By rights this Beetle shouldn't even exist, but it does, and this gives me hope that some of the other old and long forgotten racing and historic VWs might still be sitting in a paddock somewhere.

Ashley Day

## Rust-oration.

This is the update after I had been working on Barry's old rally car for six months.

Because of the rally Beetle's extensive rust, to restore this car properly would need another body, another floorpan and replacement of all the body panels. Doing this, you would just about throw away the complete car and end up only using a few of the old rally parts, to reproduce my interpretation of Barry's old car as it once was.

This is known as the 'grandad's axe' situation. Grandad uses his trusty old axe for many years, but now it's worn out. He replaces the old split handle with a new wooden one. And then he replaces the worn old blade with a brand new steel one. It looks great. But is it now still the same axe?

You could repair all of the rust in the rally car, eventually, using new replacement panels and this may be the approach I will take one day. But that would be a massive job that would just take ages and ages.

My main job, as the custodian of this historic Beetle, is to preserve it, and not to wreck it.

All of that being said, I decided to just put it back together the way it was in its last event (probably the Bourke to Burketown Bash in 1985). This is the way most old racers are displayed.

It would have been good to have it the way it was in 1967, when it won the Southern Cross Rally with a works high-compression, hot cam twin-carb 1600 'TS' engine, limited-slip diff and front Maico disc brakes. But I thought that was a bit boring, and besides I think old bash rally cars are just cool. They are flamboyant and serious at the same time.

The rust that had eaten the body away after 30 years of sitting outside was embraced.





It took a long time to achieve that level of rustiness, in other words.

All of the missing parts that were needed were tracked down (thanks to friends), and just bolted back onto the car.

After many hours of research, all of the sticker details were reproduced and the complete car was sprayed with tyre shine as a 'sealant.'

It took 6 months of my spare time, and it was mostly heaps of fun.

At the end of it, I reckon I ended up with something pretty groovy.

Now that this car has been saved for the future, what might that future be?

Due to its historical significance – the first Volkswagen to win an International Rally, anywhere in the world – I would love to see it sit on display at Volkswagen Australia's headquarters in Chullora, as part of the Australian VW company's heritage.

That's the whole reason I bought this car for in the first place.

Ashley Day





# The Project of my life.

I've fought a long battle against the oxidation of iron. That is, the chemical combination of atmospheric oxygen with elemental  ${}_{26}\text{Fe}$ . I lost two air-cooled project cars to the inexorable progress of coachwork cancer before moving on to more modern offerings from the VW group, their galvanised-steel body work offering relief from the steel worm. I thought I would never again return to the joys and pains of owning a rear-engined, air-cooled vehicle, so I sold and gave away my decades-long accumulation of hard-won parts, tools and associated paraphernalia.

One reason for doing so was my retirement to the tropics, specifically Malaysia. You can't take it with you. I've been here a while and have bumped into people associated with the VW scene, reigniting old yearnings, which, by the way, do not include hours with an oxyacetylene welder. I live on the beautiful, tax-free island of Langkawi. I've got to know other expats and locals, hosted visitors from overseas and generally have a good time, but life isn't all beer and skittles (duty-free beer goes a long way, though). I need a project. My life has been a series of projects. Projects give you a sense of purpose. Projects bring you into contact with people, require you to learn new skills, give you a reason to get up in the morning and help you to sleep at night. Projects can benefit others.

My project? To make brand-new, non-rusting Beetle bodies, specifically for those with ball-joint floorpans. You could probably only do it with Beetles or its derivatives, the detachable body meaning that you can unbolt the rust, leaving a longitudinally stiff, easy-to-repair rolling floorpan, which holds the oh-so-important chassis number. I could keep things entirely stock-looking or optionally, incorporate some neat technical ideas that have come along since the 1930s, for example, to improve aerodynamics. This new body will also turn out significantly lighter than stock. I'm not talking about a one-off project here, but a scaled-down 1970s Wolfsburg. The market? There are still Beetles floating around Malaysia, but rust is putting them off the road. Our neighbouring country is Thailand, with an even stronger VW community and right-hand drive too.

This project idea has been bouncing around in my head pretty much since I arrived in Malaysia and it has taken about two years to get established with my own roof over the head, so I've had time to choose important design directions and solve difficult problems in my head. Some of these are in the interests of overall simplification:

- VW stamped out body panels from sheet steel, then spot-welded them together. Access was required along seams for bulky spot welders and in some places an extra reinforcement panel was placed over the top, forming a rust trap. I will be able to incorporate more than one section into one and eliminate strengthening panels by adding extra layers of fibreglass.
- This is a tropical country where a heater is redundant equipment. Why should I think about keeping heater tubes in the body when no air is going to pass through them?
- On the other hand, full-time air conditioning is a must, and AC works better with recirculated air, so I can completely

eliminate flow-through ventilation.

- The stock rubber seals for the engine lid and bonnet are held on with spot-welded steel strips. Better to eliminate this rust trap and use self-adhesive rubber seals, like on a Mexico Beetle.
- A glovebox lid is actually quite a bit of work, so I'll skip that and provide a cubby hole for attaching a mobile phone.
- Trim strips are unnecessary.



A good example of rust traps caused by reinforcement panels

Some problems remain to be fully resolved until I get in there to actually do it. How to deal with the Z bar has given me headaches. It's anchored in one of those reinforced body parts (see photo above) but I don't like the idea of sending suspension forces through fibreglass panels. It will need to be bolted to a steel frame which in turn is anchored to the body-to-pan attachment point and the frame horn thread, integrated with bracing running across the back window, seat-belt threads and bumper brackets.

Just a 'by-the-way' about Malaysian Beetles... double-joint rear axles, the so-called 'IRS,' are very rare, appearing only on 1302 and 1303 models (our Superbugs). For my own project Beetle I've managed to secure a rear cut from a Japan-delivered Beetle, so expect a future article about conversion to IRS.

The air-inlet grille. I'm working on that right now. One of the rules of fibreglass mould making: don't have holes in your mould. There are 50 slits in the section above the engine lid. One idea would be to cap them off from behind, but there's another, louvred panel there, which I also would like to make a mould of. Even if the back side were accessible, it would mean making a mould with far more detailed shapes and tight curves than I care for, it would be impossible to roll out all the trapped air bubbles while making a product and I would finish up with a mould which would not stand up to repeated pulls. Here's my solution: simplify the shape by making 50 fibreglass filler pieces and laying them into the slots at exactly the right depth and angle, so that only the suggestion of aircooling slots remains. A potential customer would have three choices for this panel, in ascending order of hours of work for me and therefore cost:

- Go with my shallow-slot-outline panel and source a four-slot engine lid for the air to get in. Hey, it works for Cabrios, even those with high-power engines.



- Go as stock as possible and I get to file out the inner louvres and 50 slots, then cover them over with a factory accessory polished aluminium trim piece.



Part no. ZVW10014

- Choose the combined spoiler/air inlet which I plan to develop. I've always felt that Beetle engine cooling can be radically improved by forcing the air to change direction right over the air inlet location. This project will be challenging because I can't draw what I want to achieve, or cars at all for that matter, so I'll have to make it up as I go along. It might look horrid and I end up dumping the lot, but I can handle that.

One potential fundamental problem that I've encountered in the past is the need to keep the body dimensions true before making a mould impression or building a metal frame. I will need to build bracing which fits an original Beetle and references the roof line, the door outline, hinges and striker plate. Back in the 1980s I worked on a kit car, not my project fortunately, where the weight of material in the prototype caused the roof and pillars to sag before the mould was made. Later the windscreen didn't fit and the window pillars weren't in the same plane. I've served my apprenticeship.

An important consideration at the planning stage is the choice of composite materials for the finished product. My career in fibreglass fabrication has only ever involved polyester resin and chopped-strand mat, but there are some other materials out there with desirable qualities. I've been guided in my choice by a very informative video. Search YouTube for 'Carbon Fiber vs Kevlar vs Fiberglass - Which one is right for YOU?' It's done by a bloke who works in F1 and happens to be a local. The difference between strength and stiffness is eloquently explained and a few useful facts about composite materials come to light:

- Carbon fibre has the most desirable of all the material qualities, such as high strength, stiffness and low weight, but costs seven times as much as woven glass.
- Kevlar is poor in compression.
- Fibreglass is stronger than carbon fibre but is down on stiffness and has a lower strength-to-weight ratio, but not by a huge margin.
- Fibreglass is better than carbon fibre in an impact.
- Don't even think about using chopped-strand mat or polyester resin. My choice would be woven S-glass in conjunction with epoxy resin. I've tried sourcing S-glass from Alibaba but it's much more rare than E-glass and I can't get it in usable quantities. Looks like it's E-glass then. Epoxy resin is much more expensive than polyester but is stronger and more heat resistant, an important quality when you're putting

parts around an air-cooled engine, and has a better shelf life. I've decided that if any potential customer wants to cough up for a carbon-fibre body, we can deliver, but to keep things more realistically economical, it's going to be woven E-glass with epoxy resin.

The strength of E-glass is quite high, even when compared to carbon fibre, but stiffness is not ideal, so I'm looking for ways to gain extra stiffness in the body. I learnt somewhere along the way that window glass which is bonded in with polyurethane increases body stiffness by about 30%, as the glass becomes a stressed member instead of floating around in flexible rubber. I'll take that 30%, thanks. All vehicles built since around the 80s use this technique for fixing the glass. By necessity, a steel frame will need to be constructed, for the following reasons:

- Door hinges and striker plates need something really solid to attach to.
- The same goes for seat-belt anchorage points.
- Ditto for the Z bar.
- Bumper brackets are better off being bolted to steel, because in the case of a collision, steel bends and can be replaced, whereas glass fractures.
- There's the psychological aspect of steel being more reassuring, especially over your head. Since I need to construct a steel frame, I can get a bit more stiffness by boxing-in the door sills like on a Cabrio and by welding in a tube above where the back seat normally rests, also following Cabrio procedure.



Cabrio sill



I love this leather Audi TT back seat installed in a Cabrio. Thin foam for the bench is OK.



I've managed to find the perfect place to carry out my project. What with Langkawi being an island paradise and us receiving quite a few guests, a good case can be made for getting a boat. I bumped into a young Malay fellow who builds mainly local fishing boats out of fibreglass and got him to build a boat for me. It's pretty good too. He was open to the idea of me having space in his workshop, so a Beetle now has a permanent spot in there, along with my work benches.

Workshops in the tropics generally have a bare tin roof and no walls. It gets hot in there when there's no breeze. The first thing I did was to paint the roof white. That dropped the temperature by 6 degrees. I also work in shorts and no shirt in the constant breeze of a pedestal fan. All these measures make working in the tropical heat tolerable. Some parts of the shop have a dirt floor, it floods a little bit, monkeys sometimes come inside from the adjacent rainforest, but that's all part of life in Malaysia.

Finding a donor Beetle has been a saga. I thought I had one lined up, paid for it and waited all through lockdown to be able to go and pick it up. The owner then changed his mind. Meanwhile I came across an ad for Beetle parts on the mainland, but not too far inland, and in the same state as Langkawi, so I could actually get there at the stage of lockdown then current. Mr. Shukri had quite a few desirable parts available, so I scored some elephants' feet mudguards, the IRS rear end already mentioned and the promise of a terminally rusty body shell which still awaits Malaysian bureaucracy before pickup. Importantly, it has the taller back window and crescent cutouts behind the side windows. The mudguards gave me a smaller project to get my hands dirty with and to adapt to new surroundings, local tools and materials.



The stone guard is inspired by the Porsche 911 shark fin.

Mubin, the boat builder, has asked around and located a few contender Beetles. There aren't that many on the island and prices are high by our standards. The ideal car would have:

- A 1968 or later model year, the later the better
- Nice additions like air conditioning, disk brakes, an electronic distributor, an alternator, mags ...
- Extensive rust with a correspondingly low price.

This wished-for car still eludes me, but I've bought a rusted-out hulk for not too much money (in Australia they would pay for you to take it away). I need something that I can destroy as I go and certainly feel no guilt about hacking into this one with an angle grinder; it would have been a write-off 20 years ago, and I'm afraid of getting tetanus just by standing next to it. The rust is so bad that the floorpan is unrepairable. I was hoping to be able to have a rolling floorpan to bolt bodies onto, to check for trueness. Maybe I can still fabricate something to suit my purposes.

Large areas of sheet metal which should be there are gone. The body has been welded to the floorpan. It's had a hit in the rear, rendering the inner mudguards no longer true. The only panel which is easily usable is the engine lid, which I've made a mould from; another valuable practice run. It was still in good shape because of the oily atmosphere existing in the engine compartment, but interestingly, when I pulled off the top strengthening panel where the hinges and spring go, there was extensive rust in the cavity ...



Details of the my reshaping of the opening around the rear window. I deserve a medal for blocking up those air-inlet slots.

I'm currently working on reshaping the rear-window aperture to accommodate a urethane bond. This job requires adding loads of body filler in order to lift what was the pinchweld up by about six millimetres, close up the gap around the glass edge and reduce the radius of the shape there. It has been days of tedious work. The urethane bond needs to be protected from UV light, which means either a fibreglass strip attached to the edge of the glass or painting with special glass paint. After I finish this one, I still have the later, 40-mm higher rear window to contend with, as well as side windows and the windscreen ...

I will need to develop a project car, something that I can drive to car shows and demonstrate the results of this project. The theme of this car will be to simplify everything, reduce weight and improve on the original design where possible. Some planned features:

- White in colour, it's the tropics
- Aerodynamic improvements, including lowered front end
- A power increase to deal with the AC and for a bit of fun; a displacement increase is complicated in Malaysia, so I might



go for fuel injection with twin throttle bodies if I can find the parts

- Air pickup for AC in a front spoiler
- IRS rear end
- Every bulb replaced with LEDs
- Gas struts to replace springs on bonnet and engine lid
- Steering column switches from Golf 1.

Actually, I'm obsessed with the idea of using a blinker and wiper switch from a Golf 1, 1977 and later. The parts slot right on to a Beetle steering column and I've done this mod before. Trouble is, I've never seen a Golf 1 in Malaysia and I can't find a wrecking yard anyway. Does anyone have a set of black switches, including the casting that clamps onto the steering column and most importantly, the wiring for both switches and ignition switch? Completely unobtainable here.

Where do you get parts if you live in this country? We're spoilt in Australia. There is a shop in Melaka selling the essential replacement items like bearings, brake linings, cables etc., but I haven't located it yet. Companies don't always set up a web site and web-based business listings just don't work. I've come across another place in Melaka, [www.laikamwah.com](http://www.laikamwah.com), which has an extensive online catalog of parts which strangely don't seem to be fast-moving items. I haven't contacted them yet because I prefer to have a car before I buy parts for it, although I am guilty as charged on that count, having bought a stainless-steel performance exhaust and a km/h speedo from other sources.

I live on a duty-free island, but as far as I know, duty is charged on parcels coming in from overseas if the value, INCLUDING POSTAGE, is over 500 ringgit (\$A166). Haven't tried it yet. I'll be getting my daughter to bring in a suitcase of parts for me when planes are allowed back in the air.

Then there's [www.lazada.com.my](http://www.lazada.com.my) They have literally millions of items for sale, very little that's specific to air-cooled VWs, but lots of VW hardware suitable for later models, because it's made in China. Some of these items can be adapted to fit a Beetle. Lazada is also my go-to for tools and general hardware. I've spent many hours engrossed in searching there.

When borders open again and car shows are back on the calendar, I'll be going to Songkhla (again), Bangkok and Jogjakarta. The parts swap meet at Songkhla was great, and I'll be able to drive home with a boot-load of stuff.

Then there's the Volkswagen Beetle Club of Malaysia's Facebook (ughh, at least it's public) page. There's a stream of cars and parts for sale, which has proved to be quite valuable. My enthusiasm must be contagious, because Mubin revealed to me the other day that he would like to get a Beetle too, and he has never even been in one.

And when things are back to normal travel-wise, I would welcome Club VeeDub visitors. If you could time your visit to one of the VW shows being on, we could go together.

Rod Young  
[rod.young2@icloud.com](mailto:rod.young2@icloud.com)



VW Passat: German quality, front-wheel drive, simple service.

## Passat TS is luxurious, powerful.

*The Sydney Morning Herald, Monday 24 June 1974*

Volkswagen Australia has put on sale a touring sports version of the 'new generation' Passat.

The TS coupe has been given all the features required of a touring sports car - rally/aircraft type front bucket seats, dual halogen headlights, full instrumentation, radial tyres and improved suspension.

Power comes from a high-performance version of the 1.5-litre (1471cc), four-cylinder overhead-camshaft engine through a four-on-the-floor all-synchromesh transmission.

Volkswagen claim a genuine 106 mph (171 km/h) maximum speed and a 0-100 km/h time of 12.5 seconds. Fuel consumption is about 32mpg (8.8 L/100 km).

The price of the new model is \$4,048.

The most pleasing feature of the car is its attractive cabin layout.

The rally seats have velour cloth inserts, and vinyl bolsters to aid lateral support. The head restraints can be removed to allow the seats to be laid flat.

From the driver's seat all instruments can be easily seen.

The three main dials in front of the driver - tachometer, speedometer and combination fuel gauge/warning light cluster - are supplemented by an electric clock, voltmeter, and oil pressure gauge housed in a neat console to the left of the driver.

The use of high quality carpet and trim materials give the car an air of luxury to match its full equipment.

For drivers who want to have greater refinements, factory fitted air-conditioning and a sliding steel sun-roof are available.



TS coupe; with new dual halogen headlamps.



# The Love Bug's cinemas.

In last month's issue we described where and when the Love Bug, the much-loved original Walt Disney movie, was first shown in both Sydney and Melbourne in December 1969.

But what about the other cities in Australia? Read on...

## Sydney.

As previously described, the Love Bug was first released in Sydney on Thursday 18 December 1969.

In those days MGM owned and operated their own chain of Australian cinemas and drive-ins, in competition with Greater Union and Hoyts. They first set up their Australian film distribution business in the 1930s, and along with the extensive MGM film library, had the local distribution rights to Walt Disney (Buena Vista) pictures. Disney films - feature-length cartoons, shorts and live-action films - were shown in Australia in MGM theatres, giving them a big advantage over GU and Hoyts. Most MGM theatres operated under the 'Metro' name. MGM would continue until 1971, when they sold their business and theatres to Greater Union.

In December 1969 The Love Bug was therefore released by MGM in their premier city cinema, the St James Theatre in Elizabeth St. The Love Bug was also released at the Chullora Metro twin drive-in, the biggest one in NSW, and the Metro chain of suburban theatres at Crows Nest, Bondi Junction and Manly. One more cinema to show The Love Bug was the Roselands Theatre, known as the 'theatre beautiful,' in the landmark shopping centre. This was not an MGM cinema, but they did have a business arrangement with Roselands' then-owner, the Lend Lease corporation.

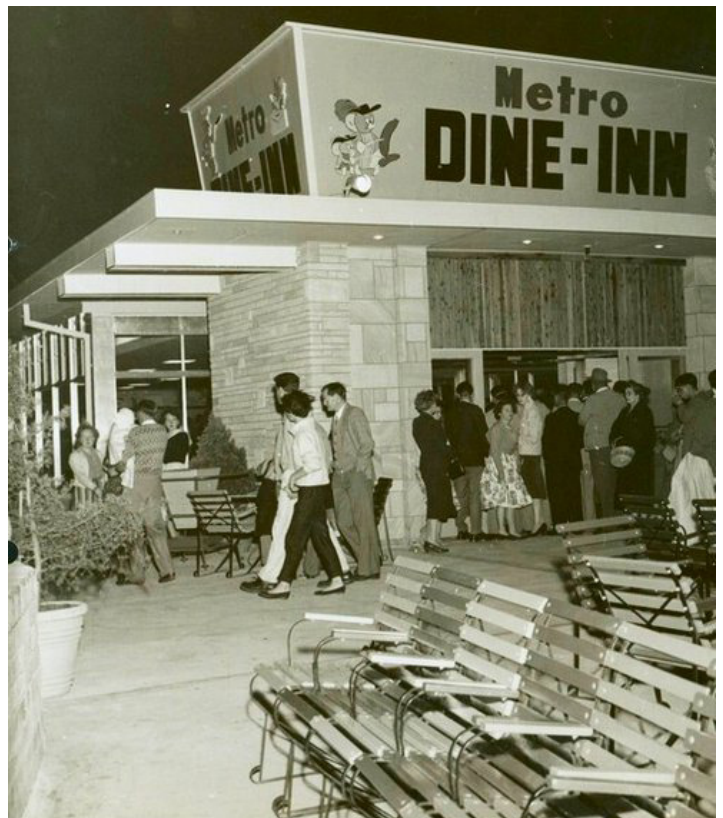
The lovely three-level St James theatre (and the exclusive shopping arcade above) was designed by Australian architect Henry Eli White, who also designed the State Theatre, the Capitol Theatre and the Rose Bay Wintergarden, among many others. It seated 1,773 in three levels, like the



State, and opened as a live venue in April 1926 with the musical 'No No Nanette.' Movies were first shown from August 1929, with the projection box tucked high up at the top rear of the auditorium and the projectors tilted steeply down at the screen. It was purchased by MGM in 1934, and screened many of the studio's classic films over the following years. It was modernised slightly in 1959, when capacity was reduced to 1,609 seats and the elaborate 1920s proscenium and side boxes were draped over in cream satin curtains. Not long after showing The Love Bug in 1969-70, the grand old cinema was sold and closed with 'Gone With The Wind' on 20 March 1971. It was demolished to make way for the St James Centre 26 storey office block.

The Chullora drive-in opened in 1956, built as a twin-screen drive-in from the start, and was the biggest drive-in Australia for a time until the Metro Clayton in Melbourne surpassed it. It was enormously popular over the years, some evenings requiring the local police to direct traffic at the entrance on Waterloo Rd. It closed in 1979 and its huge block of land was used to build a school and the Chullora Marketplace shopping centre. As you walk into the

shopping centre, you pass information frames about the site's history. It shows the photo of the Love Bug's opening night, featuring hundreds of Volkswagens.



Metro-Twin dine-inn at the Metro-Twin drive-in, Chullora, 1956.





Bondi Junction Metro was built in Art Deco style in 1936 as the Regal. It was bought by MGM in 1952 and renamed the Metro, in line with their theatre chain. When MGM sold their Australian theatre business in 1971, the Bondi Junction Metro was taken over by Greater Union. It closed in 1973 and was demolished for the expansion of Grace Bros, and later the Westfield shopping centre that today takes up most of central Bondi Junction.



Crows Nest Metro was built in 1913 as the Queens Theatre, and rebuilt in Art Deco style in 1938 as the Sesqui Theatre - to commemorate Australia's sesquicentenary (1788-1938). It was bought by MGM in 1953 and renamed the Metro. It was purchased by the Village group when MGM closed their business and was the Village Crows Nest until it closed in 1975. It reopened in 1977 as the Dendy Crows Nest, but was closed and demolished for an office building in 1983.

Manly Metro was originally the Arcadia, built in 1912 across the road from the beach. It was extensively rebuilt in 1948 and reopened as the Century Theatre. It was purchased by MGM in 1950, the first of their suburban theatres in the 'Metro' chain. Like the others, it was sold in



1971. It was then privately run as the Silver Screen Theatre until 1980. After that it was a nightclub, and a pinball arcade for a number of years before being boarded up. It was demolished in 2000 for an apartment block.

Roselands Cinema opened as part of the new space age shopping centre in 1965, and was reached from where the Coles entry from the carpark is now.

The auditorium was a single level, and was decorated with red velour. It closed in 1987 and its space was used to expand the shopping centre - it was located where JB HiFi and surrounding shops are now. While there are plenty of photos of 1960s and '70s Roselands, unfortunately there don't seem to be any surviving photos of Roselands Theatre Beautiful. I should have taken some as I went there many times.



## Melbourne.

As we mentioned last month, the Love Bug also opened in Melbourne on Thursday 18 December 1969. It was also shown in MGM's cinemas there - the Metro Bourke St, the Metro Malvern and the Clayton Metro twin drive-in, the largest one in Australia (slightly bigger than Chullora). In 1969 Melbourne's population was 2.2 million.

As with Sydney, none of these cinemas still exist either. The Metro Bourke St survived until very recently as a nightclub and a concert venue, but now demolished for a new high-rise development. Parts of the original façade may be preserved.

The Metro Malvern is long gone, demolished in the '80s for a shopping arcade.

The Clayton Metro drive-in made way in 1984 for a car park, and later the Australian Synchrotron scientific facility.

See last month's issue for photos of these Melbourne cinemas.

EXTRA EARLY SESSIONS.  
METRO'S BOURKE ST. & MALVERN.  
AIR CONDITIONED

**METRO BOURKE STREET**  
TODAY — 9.15, 11.50, 2.25, 5 P.M. & 8 P.M. (662 2688).

**METRO MALVERN**  
TODAY — 11 A.M., 2 P.M., 8 P.M. (50 3135)

WALT DISNEY productions presents **THE LOVE BUG** TECHNICOLOR

METRO TWIN  
**DRIVE-IN CLAYTON**  
Theatre 1, 8 p.m. Sun. 8.30



## Canberra.

Canberra was a much smaller city in 1969 than today; the population then was barely 105,000. Nonetheless, the Love Bug also opened there in Thursday 18 December 1969. It opened at the 'air-conditioned' Center Cinema.



This cinema was opened in 1966 at 50 Bunda St, in-between Bible Lane and Garema Pl at the edge of what is today a pedestrian mall. The four-storey building was designed by modernist architect Enrico Taglietti. The building was named the Cinema Centre, and the 'Center Cinema' was on the lower ground floor, in the European style. The cinema operated successfully for more than three decades until it closed in 2003, and it was converted to the Academy Club nightclub and music venue in 2004.



The four-storey 50 Bunda Street building sold to a local family for \$9.8 million in 2018 and the nightclub closed. The ground and upper levels are still occupied (including Shorty's Bar), and while the building has been repainted, it is still called the Cinema Centre. Its long-term future is uncertain, with the owners looking at possible redevelopment.

Canberra had two drive-ins in 1970 - the Starlight Drive-in on the Federal Highway at Watson, and the Sundown Drive-In in Narrabundah. Neither of them showed the Love Bug at opening, probably due to having different film distributors. However it's certain that one or both played The Love Bug during school holidays later, over the following

years. The Starlight closed in 1993 and the site is now apartment houses. The entrance sign has been preserved and can still be seen on the left as you come into Canberra. The Sundown closed in 1984 and the Sundown Holiday Village and caravan park was built on the site.

## Brisbane.

The Love Bug took a few more weeks to make it to Brisbane, beginning there on Thursday 8 January 1970. The cinemas to show the Love Bug were of course MGM Metros, but as befitting the Queensland climate, more were at drive-ins than the southern states. Brisbane's population in 1969 was just 780,000.

The Love Bug's release cinema was the Brisbane Metro in Albert St, Brisbane's most luxurious Art Deco theatre. It was built in 1937, with MGM bringing in experts from the USA to set up their local operation and build the new theatre in Brisbane. One of them, William W Fountain, was one of four passengers killed in the crash of the Stinson in the rugged Lamington National Park in February 1937.

The Brisbane Metro was done in angular 'jazz' Art Deco with vertical fins, red granite and chrome creating a New York 'skyscraper effect.' The cream exterior was lit by blue and amber lights and a 13-metre neon sign. Inside the walls continued the 'jazz' look in soothing pastel colours and woodwork. The auditorium was two-level, strongly curved to ensure good sight lines to the screen and seated 1,400 people.



The Brisbane Metro was closed in 1971, when MGM sold out, and the theatre was brutally refurbished. All its 1930s Art Deco features were ripped out, the 1930s frontage covered with plastic pointed cubes, and the auditorium rebuilt as a triple. It reopened in 1973 as the Albert Cinema,



run by Greater Union. It was badly damaged by the floods of 1974, but was eventually cleaned up and reopened.

It was last known as Greater Union Brisbane City Cinemas, and finally closed in 2001. It was demolished in October/November 2004 and a shopping plaza was built on the site.

For suburban Brisbane, the Love Bug was shown simultaneously at no less than four different drive-in theatres - at Aspley, Capalaba, Oxley and Redcliffe.

The Aspley Starlight on Albany Creek Rd opened in the early 1960s and was a neat and well-cared for drive-in. It survived the mass closures of the early 1980s and was later twinned. It finally closed in 2001 and was demolished for houses. Starlight Place today bisects the former site, which is ringed by Petrie Cres.



There were two Capalaba drive-ins. The first, on the triangular junction of Mount Cotton Rd and Redland Bay Rd, opened in 1955 and was the one to show *The Love Bug*. It was a popular but narrow drive-in, with the land shaped like a pizza slice. It closed in 1979 and was demolished for the Capalaba Park Shopping Centre. The



replacement was built further down on Redland Bay Rd just before the Coolnwynpin Creek crossing, and opened as a twin in 1980. It closed in 1997 and the whole area is now an industrial estate.

The Western Drive-In on Seventeen Mile Rocks Rd at Oxley was opened in 1968, largely surrounded by bushland. It was later run by Birch Carroll and Coyle, the QLD equivalent of Greater Union. It closed in 1984 and was demolished for housing. Hogan Place now runs across where the drive-in used to be - Crocodile Dundee came out in 1985.

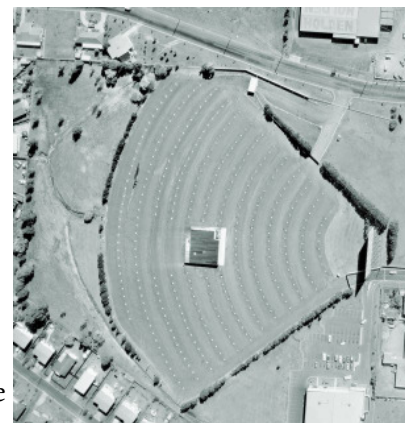


Redcliffe Drive-In on Elizabeth Avenue was more commonly known as Kippa-Ring, after the exact suburb in



which it was built in 1965. It closed in 1986 and was demolished for the Peninsula Gardens Retirement Village.

In addition, the Love Bug was also shown at the Ipswich Wintergarden on East St. This large and impressive theatre was designed by architect Henry Eli White (who also designed Sydney's St James, State and Capitol Theatres) for Birch Carroll and Coyle in 1925. The Wintergarden seated 2000 people, had a promenade floor, two theatre boxes, an upper gallery and two palm courts. Within four years of opening the 'talking pictures' had arrived and the theatre was updated by sound engineers and electricians with a Vitaphone sound system. Apart from movies the theatre also hosted vaudeville productions, strike meetings, screen tests (in front of audiences), children's shows and performances by the Ipswich Wintergarden Ballet.



It was a glamorous and exciting event to go to the movies and people dressed appropriately for the occasion. Gentlemen in suits and ladies with their best dresses, hats and gloves. The Wintergarden survived until 1979, when it was demolished for council chambers and offices, and today you'll find the Centrelink office there.

Next month - Adelaide, Perth, Hobart, Newcastle and Wollongong.





The only person who can answer questions regarding the origin of this particular car is Erhard Neumann, born in 1935 in Bad Muskau on the German-Polish border.

He first made this car by hand in linden wood, with the essence of its long working life, as a scale model in 1:10 scale. Guided by his aesthetic ideas of a very nice car, the result was of many hundreds of hours of free time working on wood.

Erhard learned from his father Wilhelm everything a good body builder needed to know. He also learned the basis of the drawing board. Difficult, instructive times for a young man, especially in bleak East Germany. His brother Manfred studied as a technical engineer.

So the brothers built their own car, fulfilling the father's lifelong dream.

They shared the tasks. Father Wilhelm took out the materials and decided on the big picture of the project.

## Volkswagen Neumann: a unique model.

The most exciting 'one-off' VW of the 1950s originated from junk, longing and a sense of family.

It stands out for its beauty and curved shape. It looks like an Italian car with those smooth and flowing lines, but in some ways it also looks like an American car with its bold rear wings and rear panoramic window.

Does it look like a sedan or a coupe? A car that carries not only two passengers, but has room for a whole family? At least that's what was being discussed at the time, in the 1950s.

Double exhaust behind a long tail, and ample storage space, air intakes with decorations on the rear fender.

The thick security doors, hanging on their hinges and ball joints can be opened easily by children thanks to a train on the small lever.

Because this black car has no name, it has the VW emblem on the hood, and this car must be a unique model.

The year is 1958, and the place was communist East Germany - properly known as the German Democratic Republic (DDR). And the poor people, which were almost all of them, were still suffering seriously from the consequences of the war. Cars were generally as rare as tropical fruits and private cars, in particular, nothing more than dreams of a better future.

Today the DDR no longer exists, having reunited with West Germany in 1990, and the former poor regions are now thriving. The landscape is colourful, unlike the grey former communist era with its military uniforms, barbed wire and concrete wall. Brands like Trabant and Wartburg, based on pre-war DKW two-strokes, were the best they could do.



Brother Manfred assumed the position of chief officer for most of the technical structure. Erhard, the youngest, formed the model, worked out the details and formed the car.

The basis for this car was a VW Type 82 Kübelwagen, built in 1943 in Wolfsburg. It had been burned in WWII on the eastern front, and later found dumped in the form of scrap metal at the station entrance in Lübben. These remains were rescued by Wilhelm in 1947.







In the end they managed to build this 880-kilogram, two-door, five-seater car. No one had ever seen such a body in the GDR.

The design was filed at the Invention and Patent Office of the GDR in Berlin.

The authorities were impressed by what they saw, and it was first registered on 31 March 1958. The design was patented on August 8, 1958.

Life went on. And this car was much admired, even reported in some German auto magazines, but without any consequences for orders or more cars like it.

Then it caused a great sensation on a tour to the west in the autumn of 1959, with its strange registration ZF 47-11, shown first in Cologne and then at the International Motor Show in Frankfurt.

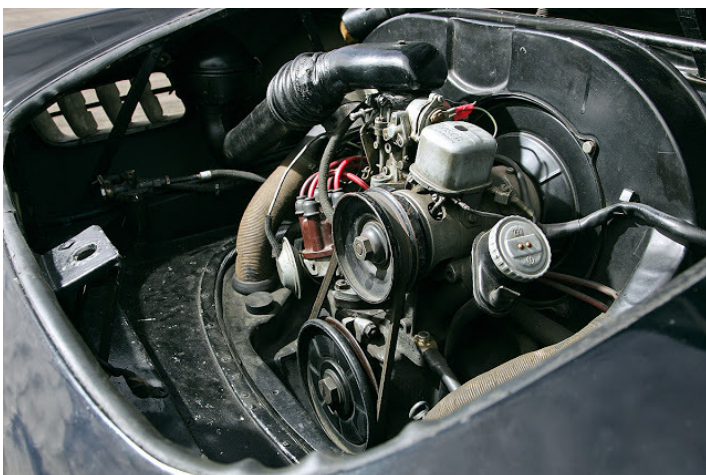
They kept the Type 82 platform and mechanicals, but threw away the old body. For three years, they formed a trio of cross-beams and fabricated and carved a shapely wooden body based on the model. Then they reinforced this until they could remove the wood again and it had an all-steel body.

"Give me a hammer and a piece of sheet metal, and I'll turn it into a fender," said Erhard.

Not all the car's mechanicals are Volkswagen. The car's steering column, steering wheel, taillights, turn signals and headlights are all borrowed from the Wartburg 311.



The wheels, the engine (30 hp) and the transmission however are all Volkswagen.



The father and the two sons by 1966 had their own workshops. All three had a good life and continued their work as bodybuilders.



The historic car is now owned by German collector Klaus Sch. (74) who does not want to complain about his fortune. He knows what a star that has fallen from the sky in a grey country has for him.

From the Tenerife VW blog, found by Jeff Swords Spanish to English by Google Translate





# Jeff's Facebook finds.



**Warren Hawkless**

Visual Storyteller • 16 Feb. at 11:42 am • 🌐

Some rallycross photos ten years later at Catalina Park in the 1970s

👍❤️ 30

👍 Like

💬 Comment

➦ Share



**Warren Hawkless**

Visual Storyteller • 17 Mar. at 11:45 am • 🌐

Rallycross in the 70s at Catalina Park Katoomba in the Channel 7 days shame they copyed over the the rallycross footage they had gone for ever

👍❤️😬 46

1 Comment

👍 Like

💬 Comment

➦ Share

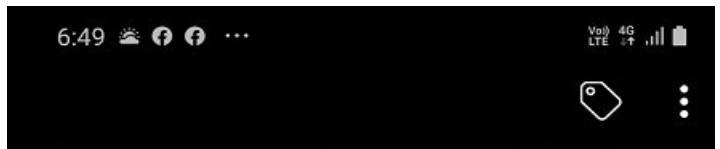






**Gert Petzer** ▶ **THE CLASSIC VW BEETLE OWNERS CLUB**  
3 hrs · [public icon]

Yes or No ?



Some cool photos of all the places I visited in 2020



[like icon] [wow icon] You and 9 others 3 Comments

[thumbs up icon] Like [comment icon] Comment [share icon] Share



## Laughs in Lockdown.

Hans the Volkswagen dealer managed to sell the very last VW from his showroom. The buyer was very happy, and paid for the new VW in full. So the VW was last but not leased.

The NSW police detective solved the murder investigation when he accidentally dropped his mobile phone. That was when he cracked the case.

Educating school kids was always difficult for the cross-eyed teacher. She had trouble controlling her pupils.

A tightrope walker once walked across Niagara Falls on a high steel cable. He also happened to be a multi-millionaire. So he really had some outstanding balance.

Did you hear that the next edition of the Haynes Volkswagen workshop manual will have several chapters replaced with paperback fiction? I don't know if that change will work, but it's a novel idea.

The pies at our local bakery aren't that good, but the baker always signs his initials on the pastry with tomato sauce. It's its signature dish.

Sir Lancelot had to take a break from his duties at King Arthur's table at Camelot. He started making little mistakes and was always tired at work. He'd been working too many knight shifts.

The commander was court-marshalled for allowing far too many people into his top-secret army base. They should have realised. His name was General Admission.

Both and my wife and I want to be able to swim in the backyard this summer. I think we can afford to do it if we pool our resources.

There was a blonde who upgraded her old laptop computer to a new tablet. But she choked when she tried to swallow it with a glass of water.

The lawyer was very religious and he liked looking very closely at his crucifix every day. He was performing a cross examination.

My brother didn't know which one works best - prunes, bran, laxettes, bananas or Metamucil. I guess he'll find out by a process of elimination.

On display in a case in the museum was the actual noose that was used to hang Ned Kelly. Sure he got what was coming to him. But the rope was knot guilty.

My two young dogs only ever stop barking when they eat my slippers. That's when they are hush puppies.

Two ropes are lying on the wharf when a boat pulls in. One rope soon has the bow of the boat safely tied up. "Hey," he says to the other rope, "aren't you going to help me tie up this boat?" No, says the other rope, I'm a frayed knot.

I label the spines of my Volkswagen books at home. I don't use Dymo - I stick on letter tiles from an old Scrabble game. Yeah, it sounds weird, but I think the idea is spellbinding.

I heard that Beyoncé has just had a giant wind turbine installed on the foundations of her house in Hollywood. Now she really has a strong fan base.

Did you hear that the terrorist group were destroyed when their hideout was bombed with rolls of aluminium? Their evil plot was foiled.

My flight back home from Hawaii got held up for ages on departure. The plane took off many hours late and our flower necklaces died. Our flight was de-lei-ed.

The mint has just released a special coin to commemorate the first heart transplant. They will be going straight into circulation.

Disney are going to make a cartoon version of the movie Groundhog

Day. There will be two Pandas caught in some kind of time loop, having to live the same day over and over. You've probably heard it before, but it bears repeating.

The hotel manager was always rude to everyone - his staff, his suppliers and even his guests. He was so inn considerate.

A farmer went up before the judge to face charges of stealing hay. It wasn't too serious though, as he was let out on bale.

I went to a terrible restaurant last night. Some tough lumpy garlic bread for starters, then a rough bit of grainy steak, and some prickly-skinned fruit. It was a three coarse meal.

My sister joined the convent and had renounce her worldly possessions, take her vows and spend months in study. When I saw her next, I asked her how it was going. She said it was nun of my business.

A poor shopper in Chemist Warehouse got totally soaked in perfume when a shelf collapsed. Then, to make things worse, her hair caught fire. She was incensed!

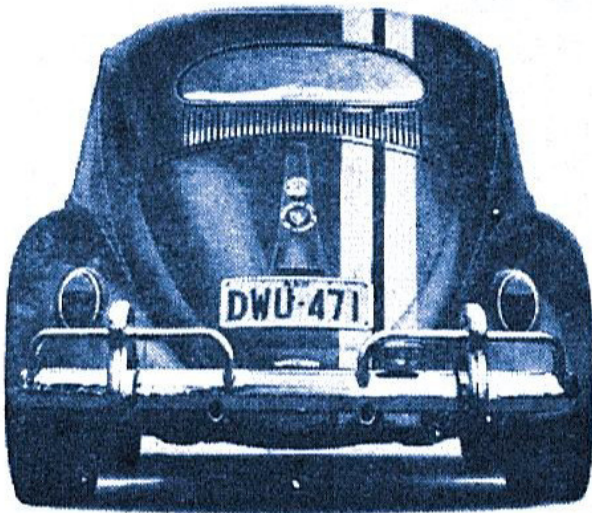
Someone stole the new electric Volkswagen from the stand at the motor show. The police caught the thief. They're going to charge him with battery.





# The Hot Bug.

Some people make their own.  
All it takes is a used VW, a lot of time and a few hundred extra dollars.



**The Bug that roared.**

But for those who prefer to buy one ready made, there's the new '69 bug.

The hottest bug we ever made.

For a start it's got a big new 1500cc engine that pushes it 0-50 in 13 seconds flat. Top speed is around 80 mph and you can cruise at that all day.

And while we admit this isn't so fast, it's the fastest our bug has ever travelled.

The hot bug still stretches a gallon of juice out over 32 miles and you still get around 30,000 miles from a set of tyres.

We haven't forgotten that moving you faster means stopping you faster so the '69 VW has disc brakes up front and a dual braking system.

The rear wheels track wider so you get better handling and an equaliser spring keeps the VW flat on the road around corners.

The back torsion bar makes the bug ride softer.

New headlights are vertical so you get more

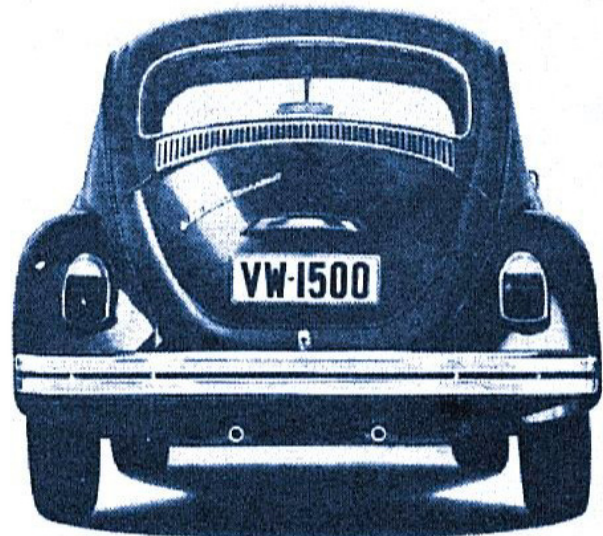
light on the road to see things better. New larger tail lights let other people see you better.

Front lap and sash seat belts are standard and all seats have non-tilt locks so if you jump on the disc brakes everything including you stays put.

All control knobs and window winders are soft, pliable plastic and your truck-size rear vision mirror pops out if hit.

The Hot Bug is easier to see out of because there's 15% more glass.

And to keep it clean there's a better washer and bigger 2-speed wipers.



**You can't judge a Bug by its cover.**

It's the hot enough bug.

You can test drive one with an automatic stick-shift or the legendary manual gearbox at any Volkswagen dealer.

And if you don't think it looks any hotter than any other bug, you can paint a stripe down it.

That's your business.



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