

Zeitschrift



Let's go surfin' now...

November 2020

IN THIS ISSUE:

Great Scott it's Superbug!

A genius idea

Tiguan Allspace 110TSI

More Ash articles

Your ignition system

Street Racer Herbie

Giles' Fastback rebuild

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

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	
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General Committee:		
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Sam Nadile	Joe Buttigieg	
Sandy Benic	Zelko Jurkovic	

Canberra Committee.

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

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
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 under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

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See the back page for all 2019 VW Nationals sponsors.



YES, WE'RE BACK!

CLUB VW MONTHLY MEETING

YOU'RE INVITED TO CELEBRATE WITH US!

THURSDAY 19 NOVEMBER

8:00PM

Arena Greyhound Sports Club
140 Rookwood Rd Yagoona

Come along for all the latest VW fun and entertainment –
all the usual things we haven't done since March!

*** 50 people maximum ***

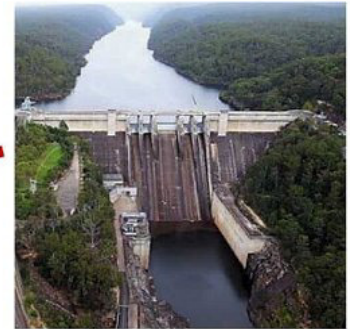


Yes it's on again! **Boris' VW Picnic Day 2020**

Sunday 22 November 2020 When: **From 8:00am**



UPDATE



The normal Ramsgate Beach venue has been canned by the council. Boris is going to a new picnic spot with his BBQ and a Kombi-load of sausages. You are invited to join him in a Covid-safe way!

Lower car park, Farnsworth Ave, Warragamba

- Plenty of asphalt parking. Toilet block adjacent. Bring a mask!
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available.
- Car Display (no judging or trophies)
- Free entry.
- All VWs welcome - air and water-cooled, old and new.

Follow Elizabeth Drive from Liverpool, then turn left onto the Northern Rd and right onto Park Rd to Wallacia. Then follow your nose or the signs to Warragamba Dam.

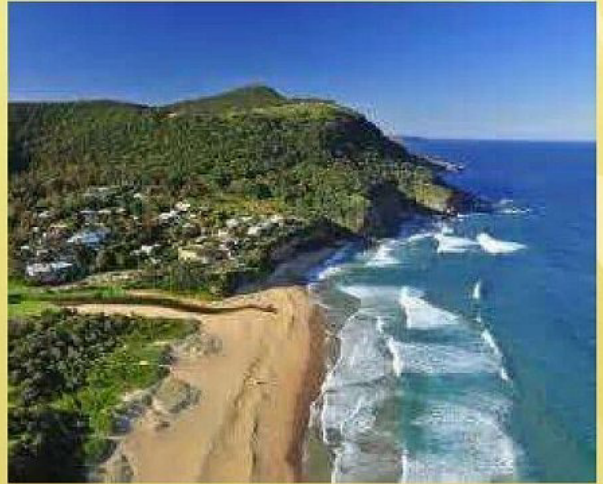
8:00am to mid-afternoon

BORIS 0450 637 736.



15th
Anniversary
VW Summer
Cruise

Sunday
17th January 2021



Meet at Uncle Leo's Caltex, the Crossroads, Liverpool, at 8:30am. Cruise departs 9:00am, short photo stop at Appin, and finishing at Stanwell Park at 11:30am.

If you are not up to a cruise, just head straight to Stanwell Park beach, Station St carpark, and meet us under the trees at the Club VW Marquee!

Families and kids are all invited, with a gold coin BBQ lunch of sausages and rolls and ice cold drinks! There is a great playground and of course the beach! All donations on the day will go to the Cancer Council



ALL VWs welcome
Be Covid-safe – wear a mask
See you there!!!

Craig: 0404 184893
Steve : 0490 020338



Australia Day at Glenbrook



Park St car park,
opposite Euroka Rd.

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

Carl Moll: 0417 471137

Tuesday 26th January

***** COVID-19 Restrictions permitting *****

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

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

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

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



Von dem Herrn Präsident.

Hi all, well usually this time of year there are plenty of events to attend but thanks to COVID almost everything has been cancelled this year.

The good news is that our monthly meetings can finally recommence from this month! Yes, our meetings are back. The Greyhound Club will allow us to have **up to 50 people** in the **upstairs track observation lounge** - where we had our Xmas party last year. Thursday 19th November, from 8pm. You will need to follow the Club's sign-in protocols as you enter, and use the hand sanitiser provided. You are welcome to bring a mask. See you there!

As for events, the only hope of a VW gathering will be a sausage sizzle hosted by Boris from Vintage Vee Dub Supplies. It will be at Warragamba, not Botany Bay, as the local council would not permit the usual venue. You will find all details about this event in the flyer on Page 4.

I attended a VW cruise at Liverpool last night which had a very high attendance, people are itching to get out in their VWs.

So as always keep an eye on the club magazine and the website to find out when future events are happening. Hopefully we can have the Summer Cruise and Australia Day at Glenbrook in January if all goes well.

In the meantime Phil has some great reading for you in this issue. Thank you again to everyone who has submitted articles for the magazine, much much more than we can use. December's Xmas issue will be a bumper holiday issue, much thicker than usual, to try to catch up on it all and provide you lots of holiday reading.

See you soon with your VW.

Steve Carter



Kanberra Kapitel report.

Greetings all!! After what seems like an eternity, I can finally report that the wheels are turning again for the Canberra Chapter.

We had our first club meeting since the pandemic began on Monday, 2 November at the Harmonie German Club. Was great to see some of the old familiar faces but fantastic to see some new faces joining the club.

We've had a lot of interest in the club from curious new members over the last few weeks, which is really promising.

Our public facing Facebook page clicked over to 100 members last night, some of the younger water cooled members of the community showing interest in the club which is great to see.

The event space is starting to pick up again as well, we've started throwing ideas around for our annual Christmas event and a couple of impromptu events here and there.

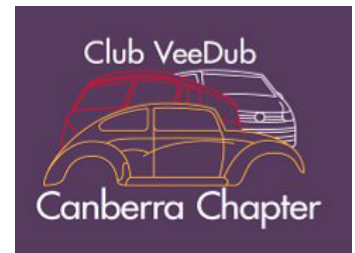
Keep an eye on the club email and Facebook pages for updates.

There's also chatter of doing another round of Club VeeDub Canberra merchandise, including; polo style t-shirts, caps and a possibly a beanie (just for you Duan). If this is something you'd be interested in please contact us.

As usual, if anyone has ideas on events, please let us know or if you just feel like coming along to talk about VW's at dinner at the next club meeting, we'd love to see you!

Cheers

Dot



Klub Kalender.

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

Check www.clubvw.org.au/events for the latest information and any changes.

November.

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

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. We're in the upstairs track observation room - where the Xmas party was last year. 8:00pm start. **50 people max. YES WE'RE BACK!**

Sunday 22nd:- Boris' Picnic Day 2020 at Warragamba. Our normal venue at Ramsgate Beach has been canned by the Council, so Boris is taking his BBQ and a Kombi-load of sausages to Warragamba, You are invited to join him in a Covid-safe way! Lower car park, off Farnsworth Ave Warragamba, from 8am to mid-afternoon. Free entry. Plenty of asphalt parking, toilet block adjacent. See you there!

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 at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This meeting is also the **Club VW CHRISTMAS PARTY!** Bring a wrapped present (~\$5-\$10 value) to receive your free drink coupons. Warm nibbles and snacks provided. 8:00pm start. **YES WE'RE BACK!**

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.

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

Sunday 17th:- VW Summer Cruise 2021. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 8:30am for coffees, photos and VW chat. Cruise departs at 9:00am. Brief stop for photos at Appin, then to Stanwell Park by 11:30pm. Families and kids welcome. Gold coin donation for BBQ sausage sizzale and drinks. Large grassy park allows social distancing, with club tent, kids' playground, kiosk, toilets and nearby surf beach. Hand sanitiser available, bring your own face mask. All profits to the Cancer Council. All VWs welcome.

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

March.

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.

Sunday 7th- 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

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 at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start. **YES WE'RE BACK!**

Marktplatz.

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

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

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

New ads.

For Sale:- I have a 2001 Generation Golf that no longer works and I'm looking to sell. Not sure what needs to be fixed to get it going. It has leather seats mostly in pretty good condition, a subwoofer and amp with bass control and the exterior is still in quite good shape so could be useful for spare parts. I loved the car so would prefer to see it be purchased and made road worthy or used for spare parts. Rather than go to scrap metal. Would this be a place to sell my beloved



Golf? Please contact Lauren on 0402 247998 or email lauren.broughton@gmail.com

Wanted:- I am looking for a **Driver's door** for a 1974 **Volkswagen L Bug** (1303) – prefer Martini Olive in colour – but anything in good condition considered. If you can help, contact Graham on (02) 4441 1166.

Wanted:- I am looking for a **1975 Superbug** in good condition, with standard bodywork. Asking Price Neg. If you can help, please contact David Hair on 0450 103460 or email davidhair@btinternet.com

Free to Good Home:- I have 1969 VW **Beetle bumpers**, if anyone in your club would like them. I actually have 2 bumpers, one is silver only surface rust and one red, the silver one is the back I think. I am giving them for free, for anyone who could use them. In the wollongong area nsw. Contact Susan Hughes on 0403 968837 or email susan-blanchard@hotmail.com

2nd Month ads.

For 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

For 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



Next Club Meeting:
Thursday
19th Nov.
8:00pm
Arena Greyhound Club.

**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 7inches 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

**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



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/

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.



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 Karman
Ghia 1955 – 1967. Price \$35 including postage anywhere in
Australia. Contact Carl on 0417 471137.



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

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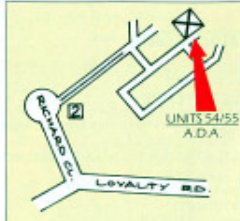
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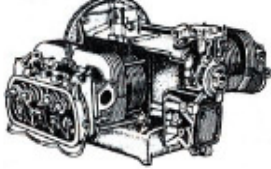
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Transporter Crewvan is only offered with the TDI340 engine.

The short-wheelbase variant is priced from \$51,490 plus on-road costs. This is up \$5,500 on the pre-facelift version.

The long-wheelbase Crewvan starts at \$54,490. Prices previously started \$6,500 lower.

The Volkswagen Transporter cab-chassis option is now only powered by the TDI450 unit.

The single-cab-chassis is priced from \$55,490 plus on-road costs. It was previously available with the TDI340, and was priced from \$46,990 plus on-road costs.

The double-cab version is priced from \$57,490 plus on-road costs. This is up \$4,300.

The Volkswagen Caravelle people-mover is offered only with the TDI340, as a "Trendline" model grade. It is priced from \$58,990 plus on-road costs. This is up \$6,400 from the previous model.

2021 VW Transporter specs and prices.

Details and pricing for the updated Volkswagen Transporter, Caravelle and Multivan 6.1 vehicles have been announced, ahead of their showroom arrival in November 2020.

This represents the first major upgrade to the range since 2016.

The entire line-up now comes with city emergency braking (CEB), crosswind assistance, blind-spot monitoring, rear traffic alert, and multi-collision braking. Apple Carplay and Android Auto connectivity remain standard across all models.

The changes are distinguished by a subtle redesign of the grille and front bumper, new tail-lights, new dashboard and revised instrument cluster.

Pricing for most models has risen, with increases generally between \$500 and \$6000. Some variants have dropped in price.

Volkswagen's five-year/unlimited-kilometre warranty is unchanged with the update.

The 81 kW TDI250 (five-speed manual), 110 kW TDI340 (six-speed manual or seven-speed 'DSG' automatic), and 146 kW TDI450 (seven-speed DSG or DSG 4MOTION) comprise the available powertrains across the range.

The short-wheelbase Volkswagen Transporter van will be offered with all three engine options.

Prices start from \$38,990 plus-on road costs for the TDI250 manual. This represents a \$1500 increase on the previous iteration of the vehicle.

The short-wheelbase TDI450 with a seven-speed DSG 4MOTION is priced from \$53,990 plus on road costs. This represents a \$500 drop in cost.

The long-wheelbase variant is only available with the TDI340 or TDI450 power options.

Prices start from \$44,990 plus on-road costs for the less powerful engine option. This represents a price increase of \$3,600 over the older model.

The flagship TDI450 with a seven-speed DSG 4MOTION starts from \$56,990 plus on road costs. It previously cost \$3000 less.

The short- and long-wheelbase Volkswagen



The short-wheelbase Volkswagen Multivan is now offered with the TDI340 as a "Comfortline Premium" model, or the TDI450 in the "Highline" grade.

The long-wheelbase Volkswagen Multivan is only available with the TDI450, and is badged as "Comfortline Exec".

The "Comfortline Premium" Multivan starts at \$61,990 plus on road costs.



The "Highline" Multivan starts from \$84,990 plus on road costs.

The "Comfortline Exec" Multivan starts from \$87,990 plus on road costs.

See the latest range of VW Transporters at your Volkswagen dealer now.

Tiguan Allspace TDI.

Volkswagen has reintroduced a diesel powered version of its seven-seat Tiguan Allspace SUV, which goes on local sale this month.

The Tiguan Allspace 140TDI variant was last available in Australia in 2018. Volkswagen Australia says this particular model was temporarily discontinued due to "WLTP-related (Worldwide Harmonised Light Vehicle Test Procedure, or 'real-world' fuel economy testing) production restrictions."

Many European car makers temporarily withdrew cars from sale while they re-tested them under new, more stringent criteria.

The Volkswagen Tiguan Allspace 140TDI will be offered in Highline trim only and carry a recommended retail price of \$54,690 plus on-road costs. That makes it \$1500 more expensive than the petrol powered Tiguan Allspace 162TSI Highline alternative.



The Tiguan Allspace range boasts a raft of safety and convenience technology. The 140TDI Highline Tiguan Allspace returns in the same specification as the 162TSI Highline, and adds a host of extra inclusions such as Adaptive Cruise Control, Side Assist, Rear Traffic Alert, 19-inch Auckland alloy wheels, Vienna leather appointed upholstery, heated front and row 2 outer seats, 23.4-cm Discover Pro satellite navigation system with Gesture Control among many others.

As for optional equipment, two packs, a sunroof and metallic paint will form the extras list. Metallic paint is an \$800 option. The Sound & Vision Package (Digital Cockpit, Area View & Dynaudio premium sound system) is \$3000, while the R-Line Package (R-Line body styling, R-Line interior, 20" Suzuka alloy wheels, tinted windows and progressive steering) is also \$3000. A sunroof can also be selected for an additional \$2000.

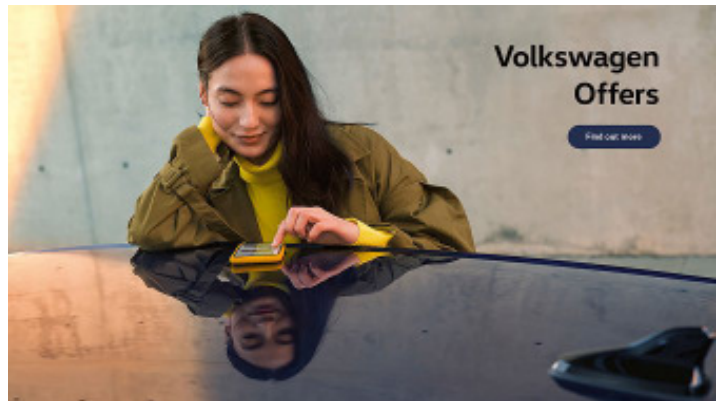
Volkswagen Australia Director of customer experience and marketing, Jason Bradshaw, said "diesel remains an essential part of our model mix, and is a necessity for many of our customers.

"It's good news for everyone that we can once again offer this popular variant."

On-line VW sales success.

Volkswagen Australia has announced it has sold \$26 million worth of new cars through its website since launching its online sales platform in April 2020.

While traditional dealerships across the country are struggling under the difficulties of the coronavirus pandemic, Volkswagen claims its dealerships have benefitted from the new online sales process.



Dealerships are tasked with completing the sale after the buyer has completed the order online.

Volkswagen says it has sold 433 new cars via its virtual showroom, averaging \$60,000 per vehicle.

Online sales account for roughly 1.5 per cent of all new Volkswagens sold so far in 2020.

But Volkswagen is still lagging the national average, reporting a sales slide of 23 per cent year-to-date, when compared against the same time last year, largely due to severe stock shortages - a problem also faced by rival brands.

New-car sales across the entire industry have fallen by 20 per cent year-to-date.

Car manufacturers scrambled to set-up their online sales platforms after many parts of the country went into lockdown earlier this year, due to the COVID-19 pandemic.

Have a look at the Volkswagen Australia on-line sales portal, and choose your next new VW, at:

www.volkswagen.com.au/en/offers-products/online-ordering.html

Passat 9 to go ahead.

Reports from UK publisher Autocar have detailed Volkswagen's plans to go ahead and introduce a successor to the current eighth-generation Passat, by 2023.

The news comes after Volkswagen Group chairman Herbert Diess initially invalidated such plans. Diess had previously suggested that the future all-electric ID Vizzion concept model would likely be offered in saloon and wagon body types, and could act as a replacement to the Passat product family. In Europe, as in most other markets,

customers are deserting normal sedans and wagons for SUVs, so the Passat's future was thought to be under threat.

Eight generations of Passat have been produced since 1974, with total sales around the world passing 30 million in 2019. The Passat is Volkswagen's second-most successful model ever, after the Golf.

Volkswagen Group insiders have told Autocar that the new model is known internally as the 'B9,' and that its styling and design process has already been completed.

According to Autocar, one insider said: "With the Arteon, we already have a style leader in the segment. This leaves the door open for the Passat to become even more space-orientated than today's model."

The report goes on to mention that the future ninth-generation Passat will share most of its DNA with the Skoda Superb. The next Passat will also be built in Skoda's plant in Kvasiny, Czech Republic, as the current Passat plant at Emden will be converted wholly to producing VW's ID electric models.

Whilst it remains to be known whether the Passat will employ a lift-back design as per the Skoda Superb and the two original generation Passats from 1974 to 1988, or as a three-box sedan as before, Autocar does state that it is "certain" a wagon body style will continue to be offered.



This move to produce a ninth-generation Passat could also signal the end of VW's current strategy of offering the Passat on two different platforms for different markets. The Euro Passat is the one sold in Australia, while the US-market Passat is as completely different design, sold also in China and the Middle-East.

Meanwhile in Australia, the current eighth-generation Passat range has been culled to just one variant, the 140TSI Business, which is offered in both sedan and wagon body shapes. Other models such as the 162TSI, 206TSI and an updated Alltrack are due for local release next year.

Golf 8 wagon and Alltrack released.

Following last month's spy photos, the 2021 Mk8 Volkswagen Golf Estate R-Line and Golf Alltrack wagons have made their official debut in Europe.

The Golf Estate naturally offers greater luggage capacity over the hatch, with 611 litres of space in the boot - only six litres more than the previous wagon - compared with 381 in the Golf hatch.



While Volkswagen has yet to confirmed the Golf Estate R-Line for Australia, we do expect the Alltrack to arrive here in 2021.

The Golf Alltrack will likely be offered with a 2.0-litre turbo diesel four-cylinder and dual-clutch automatic, together with all-wheel-drive.

It's rumoured the new 1.5-litre petrol turbo will be made available to buyers, also with VW's DSG dual-clutch auto.

Designed as a soft-road alternative to SUVs, the Alltrack gets raised suspension and plastic cladding.

Also yet to be confirmed for Australia is the Skoda Octavia Scout, which shares much of its underpinnings with the Golf Alltrack.

Despite both coming from the Volkswagen Group, the two models will be in direct competition if offered locally.

Inside the Golf, and the driver is greeted with a 26.2-cm digital instrument cluster, while the centre console gets a 20.9-cm infotainment screen with Apple CarPlay and Android Auto. An optional 25.5-cm infotainment display is available to buyers.

The latest MIB entertainment system will be standard, together with a new 'Hello Volkswagen' voice command.

There's no official word yet on which Golf wagon models will be offered locally, we expect both the Alltrack and high-performance Golf R variants to be announced ahead of a 2021 launch.

VW ID.4 released.

We saw it in concept form three years ago as the ID Crozz, and here it is at last: the 2021 ID.4 - Volkswagen's second model in its new ID electric vehicle range.

Joining the smaller ID.3 hatch revealed last year, the mid-sized, five-seat ID.4 debuts as Volkswagen's first all-



Most interior figures are still to come, but Volkswagen claims the ID.4 offers occupants room normally the province of larger SUVs.

VW has confirmed the ID.4's luggage space though, measuring 543 litres with the rear seats up and 1575 litres when folded flat. For context, the five-seat Tiguan lists 615 and 1775 litres respectively, while the Tiguan Allspace lists 230 and 1655 litres.

As with the ID.3, the ID.4 misses out on a front storage compartment (or 'frunk') under its short bonnet, with that compact space occupied by a 12-volt battery for ancillary and accessory systems, along with the cooling system

and fluid reservoirs.

electric SUV - making it an obvious option for buyers looking to haul their small family around in zero-emissions style.

In its initial form, motivation in the ID.4 will be provided by a 150 kW/309 Nm electric motor drawing power from a 77 kWh battery pack, with a WLTP-verified driving range of up to 520 kilometres.

Charging on a 120 kW DC connection can get the ID.4 to 320 km range in 30 minutes, while the 11 kW on-board charger can deliver 53 km of range in about an hour.

The electric SUV's motor is positioned at the rear, making the ID.4 a rear-wheel-drive vehicle, and Volkswagen claims a 0-100 km/h time of 8.5 seconds.

A dual-motor all-wheel-drive variant is set to join the range at a later date, bumping power to 225 kW. More details on that model, including driving range and acceleration, are expected to be revealed in the coming months - although we can likely expect its specifications to mirror the Skoda Enyaq.

Driver controls include a 13.5-cm instrument display behind the steering wheel and a 25.5-cm main display in the centre of the dash, which can be upgraded to a 30.5-cm unit.

The ID.4 is built on Volkswagen's EV-specific MEB platform and measures 4.58 metres long, positioning it between the regular Tiguan (4486mm) and the stretched seven-seat Tiguan Allspace (4701mm).

and fluid reservoirs.

Despite today's European reveal, Volkswagen Australia is holding its cards close when it comes to the ID range's local potential.



But, as he has before, communications boss Paul Pottinger said today that the ID.4 "would be an ideal introduction for EVs in this fair land."

Thankfully, hopeful buyers should have some news soon. "We'll have more to say on the ID front shortly," Mr Pottinger said.

Volkswagen has hinted before that the ID.4 will be VW's first electric offering in Australia, and so far we've been led to believe a 2022 debut would be the earliest slot for our market, with 2023 probably more likely.



Chinese Tiguan X spotted.

Images of a new variation of the Volkswagen Tiguan have surfaced online, revealing a third body style option to join the range - but it will only be for Volkswagen's Chinese line-up.

The new Tiguan X shows off a

sleeker coupe-SUV profile to slot in alongside the more practical five-seat Tiguan and seven-seat Tiguan Allspace models.

Joining the range as part of the SAIC Volkswagen joint venture range, the Tiguan X will be the third Chinese 'X model' to join the range between the smaller Tayron X and larger Teramont X (which sells in North America as the Atlas Cross Sport), both fastback versions of their respective nameplates.

Following in the footsteps of the updated 2021 Tiguan, the Tiguan X wears Volkswagen's most recent design language, including the more expressive headlights with an upper edge that trails into the front guards and is picked up again behind the wheels by an applique that then runs into the door swage line.

The front bumper mimics the styling of the updated Tiguan R-Line, but at this stage there's no details of the interior or any unique elements it might contain.

While the regular Tiguan runs a defined two-box body with an upright and angular glasshouse, the Tiguan X features a lower roofline, more shallow-angled windscreen and a single arc for the upper window line that flows front to rear.

The version snapped here also includes a full-width tail light through the middle of the hatch, with a Lamborghini-esque three-pointed embellishment repeated through each tail light.

A small inbuilt lip spoiler at the trailing edge of the boot and a side-to-side reflector in the bumper all serve to bulk up visual width.

According to Car News China, who posted the images on Facebook, the Tiguan X will come with a choice of two 2.0-litre turbo petrol engines rated at 134 kW and 164 kW, which line up with the 132TSI and 162TSI engines available for the Tiguan Australia (with a small adjustment to account for different powertrain measurement techniques in overseas markets).

Dimensions appear to be closer to those of the longer Tiguan Allspace with both cars sharing their 2791 mm wheelbase. Overall length is 4764 mm, or 63 mm longer than the Allspace, and at 1859 mm wide the Tiguan X appears to be 20 mm wider than the seven-seat model. Thanks to the swept roof the 1628 mm height is 37 mm less than that of its more practical sibling.

The Tiguan X was slated to go on sale in China in the fourth quarter of 2020.

A spokesperson from Volkswagen Australia said, "At this stage it is unknown if the Tiguan X will be offered in

markets outside of China. However we're looking forward to the updated Tiguan range arriving in early 2021, with the Allspace to follow soon after."

Given the proliferation of market-specific models unique to the Chinese SAIC Volkswagen joint venture, there's every chance the Tiguan X will remain for Chinese domestic consumption only.

Chinese Talagon spotted.

A production variant of the Volkswagen SMV concept has been spied without camouflage in China, where the large seven-seater SUV will come onto the market in 2021, according to Chinese website Autohome.



The car is said to be called the Talagon and will be built on the MQB platform. Bigger than the Atlas/Teramont, it represents the longest SUV in the Volkswagen range at 5100mm.

Images of the interior - which has not yet been revealed in detail by the German manufacturer - show a deviation from other vehicles in the line-up.

A large centre console can be seen protruding from the dashboard, while the air conditioning vents have been moved downward from where they are positioned in the Touareg, Tiguan, and Atlas.

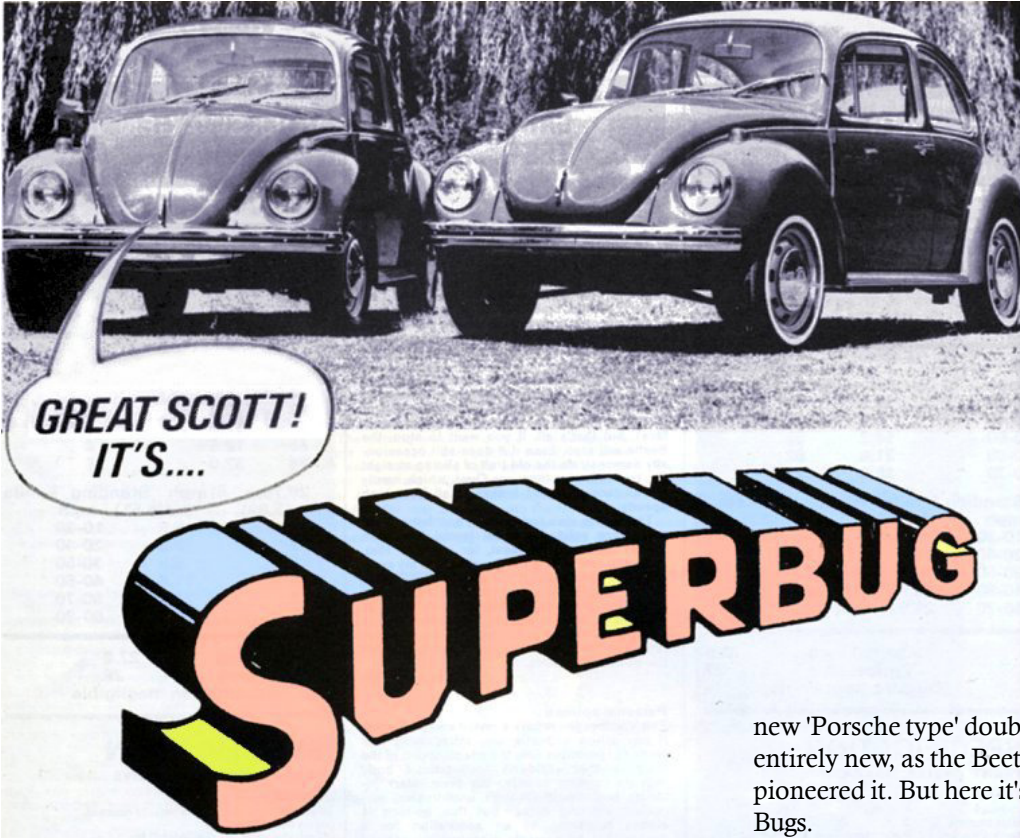
The initial concept was unveiled at the 2019 Shanghai Auto Show as the SMV, alongside the Volkswagen e-Lavida, Polo Plus, I.D. Roomzz Concept, SUV Coupé Concept, and Teramont X.

Taking engine options from the mid-sized Atlas (sold as the Teramont in China), the SMV will likely be offered with a 2.0-litre turbo four-cylinder producing 136kW/320Nm or 162kW/350Nm, depending of the variant, or a 2.5-litre turbo V6 offering 220kW/500Nm.

Volkswagen's '4Motion' all-wheel-drive and seven-speed DSG will also likely feature as standard.

However, being a product of the FAW-Volkswagen partnership, it is most unlikely the vehicle will be offered outside of China in the near future.





Great Scott, it's Superbug!

The mission is to provide economical, practical and comfortable transport for four adults and their holiday luggage. This looks like a job for Super Bug, the bulbous-beaked Beetle

Modern Motor magazine, April 1971

It's not a car, it's a Super Bug. This is VW's latest vintage effort - rather like the Excalibur or Alfa 1750 replica - except it is very practical transport and costs only \$2144.

It's all-new and about as far removed from a Beetle as is possible, without changing the basic shape.

This time (as it did last time) VWA boasts that the Super Bug has more engineering changes and improvements than any other VW since they were first released in 1954.

It is longer, wider and more powerful. That is a mild understatement, for a cursory glance shows there are no panels around the front that would be interchangeable with the ageless Beetle.

The Super Bug only recently hit international markets and under VWA's new marketing program, it was possible to have it in Australia almost immediately. And in fact 'our' Super Bug is slightly superior even to the US State-side version, which doesn't have disc brakes.

The changes to make Super Bug have infringed on some of the most sacred

VW features, a move which could easily have the VW boffin weeping buckets until he arrives at the local showroom and sees Super Bug - after which all will doubtless be forgiven.

At the front of Super Bug an all-new MacPherson strut suspension has been used, instead of the indestructible double torsion bars and trailing arms. With new guards, completely changed front sub-frame and a 'Roman nose' bonnet (Motordom's answer to the elephant seal, somebody here called it), the Super Bug gains 85 per cent more luggage space, an increase of nearly three inches (75 mm) in track and a decrease of six kerb-cheating feet (1.8 m) in turning circle.

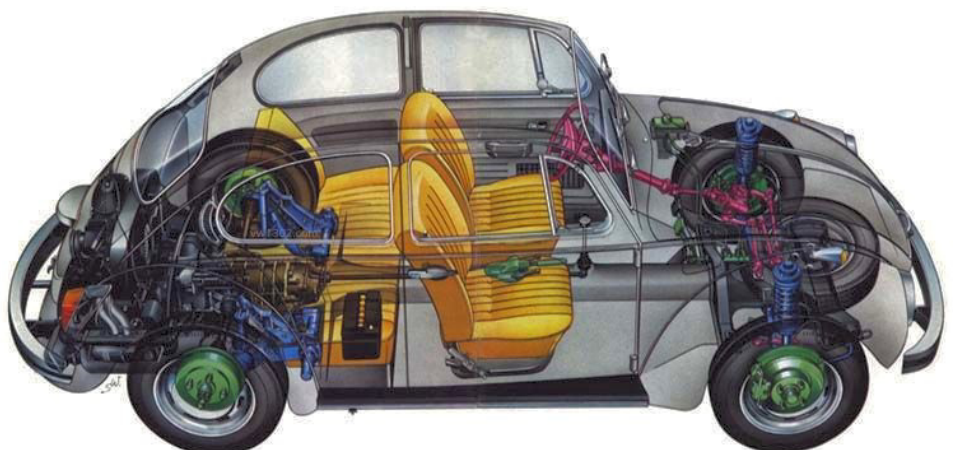
At the back, VW has installed a new 'Porsche type' double-jointed rear suspension - it's not entirely new, as the Beetle auto, released a few years back, pioneered it. But here it's used for both manual and auto Super Bugs.

But fear not, for despite the extra traction and nifty handling of Super Bug, the traditional VW oversteer is always close at hand just to remind you the engine and most of the Bug's weight is at the back.

Between, in the re-vamped interior Super Bug has, compared to a 36 bhp Beetle, all the plushness of a 747. There's face-level fresh air AND heating ducts, with extractor vents at the rear - plus all the extra equipment items which have slowly evolved during the Beetle's seemingly interminable life. On top of the air pressure washers (which are cunningly connected to the spare wheel tyre valve to keep up pressure) there are tensioned blades to sweep the now curved screen. For those worried about that spare, a cut-out valve stops the tyre deflating below 25 psi, which gives you more pressure for the washer bottle than you'd ever use anyway.

Safety is high for Super Bug. There's a collapsible steering column, dual circuit disc brakes, Volvo-like centre seat belt mounting points which need only one hand to use, progressive crumple rate front and a four-way flasher.

For a Beetle, Super Bug gets new muscles with a single-carburettored 1600 version of the ever-faithful horizontally



Manufacturer: Motor Producers Ltd., Clayton, Vic.
 Test car supplied by: VW Australia Pty. Ltd., Ryde NSW.
 Price as tested: \$2144.

ENGINE

Air cooled, 4 cylinders, horizontally opposed. Cast iron block, 4 main bearings.
 Bore x stroke 85.5 x 69 mm
 Capacity 1584cc
 Compression 7.5 to 1
 Carburettor ... single bbl, d/draught Solex, auto choke
 Fuel pump mechanical
 Fuel tank 9.2 gallons
 Fuel recommended super
 Valve gear p'rod ohv
 Max. power (gross) ... 60 bhp at 4400 rpm
 Max. torque 81.6 lb. ft. at 3000 rpm
 Specific power output 38 bhp/litre
 Electrical system .. 12v, 36 amp hr battery, 420 watt alternator

TRANSMISSION

Four speed manual all synchro gearbox. Single dry plate clutch.

Gear	Ratio	Mph/1000 Rpm	Max mph
Rev.	3.61	—	—
1st	3.80	4.6	26
2nd	2.06	8.5	49
3rd	1.26	13.6	73
4th	0.89	19.6	82
Final drive ratio	4.125 to 1.		

CHASSIS

CHASSIS

Wheelbase 7ft. 11¼in.
 Track front 4ft. 6¼in.
 Track rear 4ft. 5¼in.
 Length 13ft. 4¼in.
 Width 5ft. 2½in.
 Height 4ft. 11in.
 Clearance 6in.
 Kerb weight 17 cwt
 Weight distribution front/rear 41/59 percent lb/bhp 31.8 lb.

SUSPENSION

Front: Independent by MacPherson strut coil damper units and anti roll bar.
 Rear: Independent with double universal drive shafts and horizontal torsion bars located by trailing arms. Telescopic shocks.
 Brakes: Disc front, drum rear, dual circuit 10.9 in. dia. disc.
 Steering worm and roller
 Turns lock to lock 2.6
 Turning circle 31½ft.
 Wheels: Steel disc with 5.60 by 15 tubeless cross ply Goodyear tyres.

PERFORMANCE

Top speed 77 mph
 Average (both ways) 77 mph
 Standing quarter mile 20.8 sec.

Acceleration	Seconds	
Zero to		
30 mph	6.7	
40	9.6	
50	13.7	
60	19.5	
70	27.0	
	3rd	4th
20-40 mph	7.0	12.6
30-50	6.5	10.2
40-60	7.9	11.3
50-70	11.4	15.0

BRAKING: Five crash stops from 60 mph.

Stop	Percentage G	Pedal pressure
1	.82	85lb
2	.80	85
3	.85	86
4	.84	90
5	.86	92

Consumption: 27.2 mpg over 230 miles including all tests; 31 mpg in normal country and suburban running.

Speedo Error:	Indicated Mph	Actual mph
	30	27
	40	37
	50	46
	60	56
	70	65

opposed, air cooled four. The Super Bug runs to 82 mph (132 km/h), which is just on 10 mph (16 km/h) better than most Beetle owners can conjure up, but at 27 mpg (10.5 L/100 km), isn't as economical as earlier Beetles. With a bigger, 9.2 gallon (42-litre) tank in the re-vamped nose its touring legs are just long enough.

Comfort in the Super Bug is marginal, like its predecessors, but the curved bucket seats and new, softer suspension do make long trips quite palatable. Trim, paintwork, mats and carpets are all to the exacting standard VW has been perfecting here since 1954 - and since 1938 in its homeland.

The new suspension is a severe liberty in VW design but its solidarity is an example to volume producers like Ford who have been trying for years to iron out the bugs of strut layout and have eventually dropped it. The Super Bug has one solid lateral locating bar (normally the lower wishbone), an anti-roll torsion bar for longitudinal location and the coil spring/damper strut all mounted on a massive sub-frame - which looks just as indestructible as the torsion bar trailing arms did.

The rear retains the softish lateral torsion bar with shocks but the double joints do wonders to keep the wheels straight, without the back wheels tucking under when too much lock is wrenched on.

The die-hard VeeDub owner would be hard-pressed to pick the new strut suspension except for a tighter circle and slightly lighter steering. Only over really rough stuff does the strut suspension show any discomfort, where torsion bars treated the worst washaways with contempt. The struts give a far superior ride on smooth bitumen and the Bug's overall handling is far safer, more nimble and the eventual oversteer more predictable.

Our test car was very tight still - less than 1000 miles - and we felt the 1584 cc and 60 German horses should have inspired Super Bug to better acceleration. Even so, Super Bug does flick through the gears (smooth and precise as ever) with sufficient verve to keep enthusiastic city traffic honest.

There are a thousand tiny changes to Super Bug which make it congenial, practical and high on the value stakes for durable transport. The bonnet opens from a catch inside the glovebox; the external fuel filler cap flips open from a toggle under the dash. There is still a big luggage hole behind the back seat and the interior light is useably bright. The strong headlights have an override switch in the ignition-steering lock so you can't walk away and leave them blazing. There are childproof door locks and a wide, safe exterior door mirror.

An initial spring-loading on the indicator stalk is convenient for lane-changing (like the current Falcons) and there is a headlight flasher (worked through the security of relays) if you pull the indicator arm.

By modern standards of car design the Bug is so hopelessly out-dated you wonder why you put up with interior space the size of Calcutta's infamous black hole, seats so close that groping for the gearshift more often gets your passenger's leg (dubious value depending on sex of said passenger) and out-of-sight guards which demand parking by ear.

But for durability and solidarity, VW is THE standard. Super Bug adds cream to that standard. It comes in auto stick-shift auto version as well, radials are optional and there's still 'little brother,' the 1300 Beetle.



The Main Components

Distributor: The distributor routes high voltage from the ignition coil to the spark plugs in the correct firing order. It consists of a rotating arm, or rotor, inside the distributor cap. The distributor shaft is driven off the engine, usually by a gear on the camshaft. The distributor shaft contains a cam that operates the contact breaker, which turns the

Your ignition system.

Simply put, an ignition system generates an electrical spark to ignite the fuel-air mixture to create energy. The first ignition system to use an electric spark is thought to be Alessandro Volta's toy electric pistol, ca. 1780, while Nicolaus Otto, working with Gottlieb Daimler and Wilhelm Maybach, patented the compressed charge, four-stroke cycle engine in 1876. Siegfried Marcus patented his "Electrical igniting device for gas engines" on 7 October 1884.

Other engine designs have been tried over the years, including turbine, wankel rotary and diesels. Electric cars are becoming more common. But today, by far the most commonly system is the four-stroke internal combustion engine found in almost all vehicles, including your air- and water-cooled Volkswagen. In this article, Mid America Motorworks takes a look at the evolution of the ignition system.

Ignition - Why You Need A Spark

In a four-stroke petrol internal combustion system, the spark is where the magic happens. The spark ignites the air-fuel mixture to create a burst of energy that moves your Beetle, Bus, Ghia, Golf or Passat down the road. Just as the name implies, this happens in a sequence of four steps that continually repeat.

Stroke 1: The piston starts at the top and the intake valve opens. The piston moved down to suck fuel and air into the cylinder.

Stroke 2: The intake valve closes, capturing the fuel and air in the cylinder. The piston moves up, compresses the mixture, creating a large amount of potential energy.

o **SPARK:** When the piston reaches the top of the cylinder, the spark from the spark plug ignites the mixture to burn.

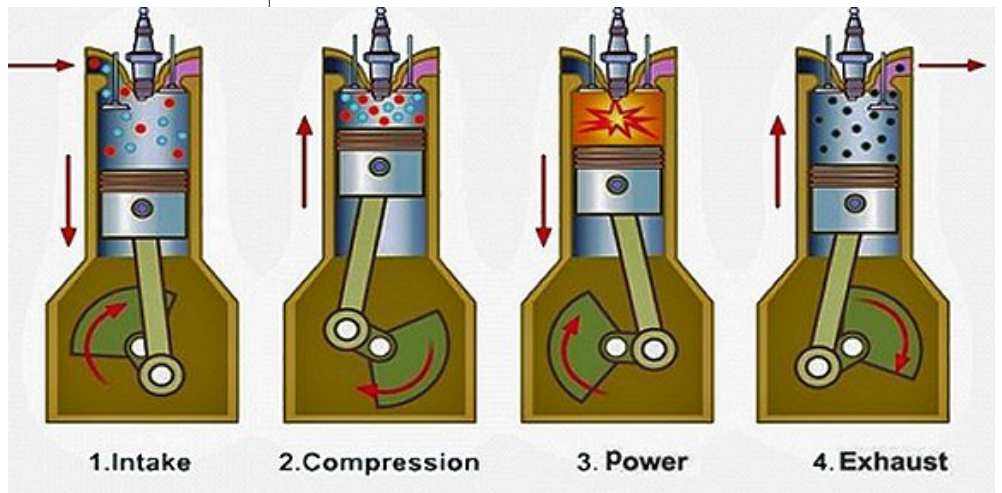
Stroke 3: The smooth rapid combustion (it doesn't explode!) forces the piston back downward, converting the fuel's chemical energy to mechanical energy.

Stroke 4: The exhaust valve opens and the piston comes back up, forcing the burned fuel/air mixture out of the cylinder.

low-voltage current off and on at the correct moment through a set of contact points. When electronic ignition became common, the primary breaker points were replaced by an optical sensor. This non-contacting device eliminated a great amount of point maintenance and replacement.

Distributor Cap: The distributor cap covers the top of the engine's distributor and internal rotor. It has one post for each cylinder, with a high-tension lead leading to each spark plug. In mechanically-timed ignition, there is also a central post for the high-tension current from the ignition coil into the distributor. You can buy custom transparent or coloured translucent distributor caps allow you to see what's happening in your distributor. They provide a personal touch to your VW's engine, but offer no improvement in performance and may in fact not fit as well or insulate as well as a standard distributor cap.

Spark Plugs: The spark plug forces high-tension electricity to travel across a gap, similar to lightning during a thunderstorm. Voltage at a spark plug can range from 40,000 to 100,000 volts. Spark plugs have a ceramic insulation to carry the high voltage from the distributor to the ground electrode. The spark plug's metal shell is screwed into the engine's cylinder head and thus is electrically grounded. The current flows from the connector, through the central electrode and out to the ground electrode where the spark takes place. A difference in voltage between the central electrode and the ground electrode cause ionization, which creates the spark. Spark plugs can be considered 'hot' or 'cold,' depending on the size of the insulation area. A spark plug is said to be 'hot' if it is a better heat insulator, keeping more heat in the tip of the spark plug. A spark plug is said to be 'cold' if



it can conduct more heat out of the spark plug tip and lower the tip's temperature.

Ignition Leads: These are high-tension wires to deliver high-voltage current to the spark plug, so they are an important piece of the ignition puzzle. Several aspects of the wires come into play to improve your VW's efficiency and performance. There are three common options when it comes to replacement ignition leads: OE Replacement, Universal and High Performance. OE Replacement ignition leads originally came with your Volkswagen from the factory, and the replacements you buy are of the same design, size and performance. These give you maximum reliability. Universal Spark Plug Wires are designed to fit an array of vehicles, so they may be longer than your stock leads or have different ends. They are the most commonly-stocked leads at most automotive stores and offer a good replacement for a no-frills daily driver. However they will be designed for water-cooled engines and won't be suitable for air-cooled engines, which require the rubber air seals included. High Performance Spark Plug Leads are designed to give you the most performance. They are customized by length, colour and diameter to meet your needs.

Lead Wire Diameter: Standard spark plug leads are 8 mm in diameter. However, there are options to increase the diameter to as much as 11 mm. A thicker spark plug wire can deliver a higher voltage load, thereby increasing performance and response for high-performance applications. Almost every colour of the rainbow is available, and for those who want a more aggressive look, braided wires are also an option. However these custom leads they may not be suitable for standard engines, have the required air-cooling deals and may not have radio interference suppression included.

Changes Over Time

Mechanically-Timed Ignition: Early Volkswagens were powered using mechanically-timed ignition. In this system, low-voltage current flows from the battery to the ignition coil. From there, it flows through the primary windings of the ignition coil, to the contact breaker inside the distributor. A cam opens and closes the contact breaker points, causing the current to break. This break in the current causes an EMF in the secondary winding of the ignition coil, which exponentially increases the voltage.

This high voltage is transferred back to the distributor, through the thick centre high-tension lead, where a rotor distributes the voltage from the distributor to the spark plug terminal, via a high tension cable. A voltage difference is generated between the central electrode and the ground electrode of the spark plug, which creates a spark.

The disadvantage of mechanical ignition was the continual maintenance required to the points - regular filing, cleaning and lubricating of the points and cam, correct setting of the points gap and subsequent manual timing of the distributor to the crankshaft. It was a losing battle against the gradual wear to the breaker points where they ride the cam to open and shut, and the contact surfaces subject to pitting, burning and oxidation from constant sparking.

Electronic Ignition: Electronic ignition arrived in the 1950s, first in racing engines and later in more expensive production cars from the late 1960s before it trickled down to mass-market cars in the 1970s. It eliminated the problems associated with mechanical ignition. An armature replaces the



breaker points of the mechanical system, in order to send signals to the ignition module to make and break the circuit. The armature includes magnetic 'teeth,' which generate a voltage signal when they pass directly in front of the pickup coil. The electronic ignition module senses the signal and stops current flow from the primary circuit. As soon as the armature tooth moves away from the pickup coil, a timing circuit inside the ignition module turns the current flow on again. This continuous on/off of the current creates a magnetic field inside the ignition coil, which produces an EMF in the secondary winding of the ignition coil as before and sent on the spark plugs.

Electronic Ignition is not only more efficient and maintenance-free, it also increases the amount of power created by the engine as the spark is stronger, more consistent and more reliable.

Distributor-Less Ignition: While not exactly technically without the distributor, this ignition system fires directly to the plugs by eliminating points, cap and condensers. This system fires alternate cylinders simultaneously for cleaner and more efficient fuel burn. Some systems arrive with all electronics, custom ultra-high energy coil pack, silicone spark plug wires, and all wiring, connectors and mounting hardware.

Points Eliminator ignition conversion kits are available that completely remove the points and condenser while retaining the stock looks that helped propel your Volkswagen to icon status. The points are replaced by a moulded epoxy solid-state module, with two wires going to the coil. The condenser is eliminated. A magnet ring is fitted on the distributor shaft under the rotor, which activate the 'hall effect' sensor in the module. Some models do without the magnet ring and operate as a lobe sensor directly from the module. These kits eliminate the need to regularly service the points and ignition, resulting in better reliability. There is a slight improvement in performance and efficiency too, mostly in starting. The best kits for VWs are from Compu-Fire and Pertronix.

As well as these components coming separately in a kit, they can also provide a completely new distributor with



the parts already installed. The kits may also come with a new coil, and ignition leads.

These kits are available online, and from all good Volkswagen parts suppliers.

www.pertronixbrands.com/products/compu-fire-21100-ignition-module-for-bosch-009-amp-050

Contact Points vs. Electronic Ignition

When you turn the ignition key, the battery sends current to the coil. The coil consists of two transformer windings sharing a common magnetic core - the primary and secondary windings - so the coil is a step-up transformer which induces a much higher voltage across the secondary windings. For an ignition coil, one end of windings of both the primary and secondary are connected together. This common point is connected to the battery. The other end of the primary is connected to the points within the contact breaker. The other end of the secondary is connected, via the distributor cap and rotor, to the spark plugs.

The ignition firing sequence begins with the ignition points (or contact breaker) closed. A steady charge flows from the battery, through the current-limiting resistor, through the coil primary, across the closed breaker points and finally back to the battery. This steady current produces a magnetic field within the coil's core. This magnetic field forms the energy reservoir that will be used to drive the ignition spark. The car's normal 6V or 12V electrics are much too weak to fire spark plugs on their own, so the normal voltage needs to be stepped up by a factor of several thousand.

As the engine turns, so does the cam inside the distributor. The points ride on the cam so that they are normally closed. As the engine turns and reaches the top of the engine's compression cycle (or actually something like 7-10 degrees before TDC, depending on the model), a high point in the distributor cam causes the breaker points to open. This breaks the primary winding's circuit and abruptly stops the current through the breaker points. Without the steady current through the points, the magnetic field generated in the coil immediately and rapidly collapses. This change in the magnetic field induces a high voltage in the coil's secondary windings.

The system works very well and was used by Volkswagen - and all other manufacturers - for many years. However as owners of older VWs know, the mechanical points system has some disadvantages. These are:

1. The contact breaker points are subject to mechanical wear where they ride the distributor cam to open and close. Beware of cheap aftermarket points as these often have a soft

cam contact pad that disintegrates easily. No lift from the cam = no gap, no spark and therefore a VW that's not going anywhere.

2. Oxidation, burning and pitting occur at the contact surfaces from the constant sparking. Points rarely last more than 10,000 km without replacement.

3. They require regular adjustment to compensate for wear, and the opening of the contact breakers is subject to mechanical variations as the engine heats up and cools down again over weeks and months.

4. The spark voltage is also dependent on contact effectiveness, and poor sparking can lead to lower engine efficiency.

5. A mechanical contact breaker system cannot control an average ignition current of more than about 3 A while still giving a reasonable service life. This is not an issue for standard engines, but will limit the power of the spark and engine speed requirements on modified engines.

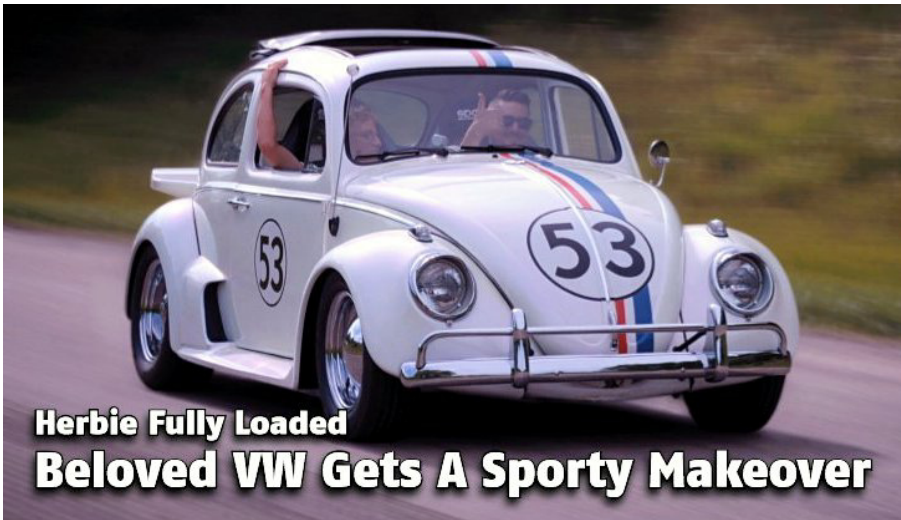


Advantages of electronic ignition

1. Delivers twice the voltage to the spark plugs, increasing horsepower, fuel economy, and spark plug life.
2. Improvement over points in current fall time for increased coil output.
3. Rotating cobalt magnets trigger a fixed Hall Effect integrated circuit module. There are no points to burn, and no moving parts to wear out in the module.
4. Epoxy moulding makes the module impervious to dirt, oil, grease and moisture.
5. Compu-Fire and Pertronix modules for VWs fit entirely inside the distributor.
6. Stable timing, requiring no adjustment. A check of the ignition timing at oil-change time is the only recommended routine.
7. Available for both 6 & 12 volt systems.

There are only two disadvantages of electronic ignition systems. Firstly, if the unit fails there is rarely any warning. The engine will just quit and not restart. However this is a very rare scenario and many VW drivers have gone for decades without any issue. The solution is to carry a replacement module/magnet ring set as a spare, or even the points and condenser, feeler gauge, Allen keys and a screwdriver in your VW.

The only other disadvantage is that the vehicle is not original, so you may lose points in a serious concours competition. But most VW shows will never go to that extent.



**Herbie Fully Loaded
Beloved VW Gets A Sporty Makeover**

Herbie gets a makeover.

It all started in 1969, when Walt Disney Pictures introduced the world to a Volkswagen Beetle called Herbie. 'The Love Bug' won the hearts of Disney fans and car lovers, and remains a better film than its numerous sequels. In 2005 Herbie finally reappeared in his first feature-length film since 'Herbie Goes Bananas' back in 1980. 'Herbie: Fully Loaded' introduced a new audience to this quirky Beetle, and brought along a few updates.

Mid America Motorworks is home to Herbie #16 from Herbie: Fully Loaded, one of more than 30 VWs used during filming. This particular Beetle was one of the street racer Herbies, styled to bring Herbie out of the 1960s (and the junkyard) and into the 21st Century.

Throughout the film series, Herbie's appearance has undergone many tweaks and changes. The 1969 original had stripes that ended at the rear cooling slots; the later cars covered them too. Many of the film cars in the sequels were post-'65 big window models, or mixes of different years. Herbie's wheels switched from stock to wide steelies and back. His roll cage disappeared. He gained an external fuel filler cap Monte Carlo. The TV movie from 1996 changed the font of the '53'. The continuing changes are most apparent in Fully Loaded, as Herbie is rescued from a junkyard and made into a street racer, smash-up-derby contender, then finally a NASCAR contender.

For the Street racer, Herbie's changes include a sharper 'appliance white' paint job, a whale-tail rear spoiler, intake vents ahead of the rear wheels, a windowed rear engine cover



with blue LED lights and lowered suspension with wider tyres. Other, more subtle changes seem to have been made to restore Herbie to the original style and design.

In 'The Love Bug,' Herbie's racing stripes are established as red, white and mid-blue, reflecting the colours of the American flag. However the blue changed to a darker, almost black navy shade in the next three films. For Fully Loaded, the original blue makes its return.

The font of Herbie's number 53 started out round, bold and large. For 'Herbie: Fully Loaded' the numbers are thinner, slightly larger and positioned lower on the hood.

Over the course of the six films, Herbie's side mirror goes from a round shape, to an oval and back. This depended on the particular VW used to film a particular scene, from the more than a hundred that Disney owned. In Fully Loaded his side mirror reverts back to round.

Herbie's rag top roof started out grey with the racing strips across the top, from front to back. They shade of grey altered in the sequels; many of the film cars were not sunroofs and had to have fake ones fitted. For 'Herbie: Fully Loaded' the top is grey, but the racing stripes are no longer present.

Walt Disney Pictures actually reached out to Mid America Motorworks during filming to become a sponsor of the movie. Of course, we jumped at the opportunity and supplied aftermarket VW parts and accessories that were used in the film. Next time you watch 'Herbie: Fully Loaded,' keep an eye out for Mid America Motorworks. You'll find our familiar M Curve logo throughout the movie, including during the big race!



'Herbie: Fully Loaded' was successful in introducing a new generation of Disney fans to this unique VW. The popularity of Herbie is easily seen, as Herbies from the film are on display at the Volo Auto Museum in Chicago, the Petersen Automotive Museum in Los Angeles and of course, the MY Garage Museum in Effingham, Ill. Stop by to see him – and our other rare vehicles – seven days a week!

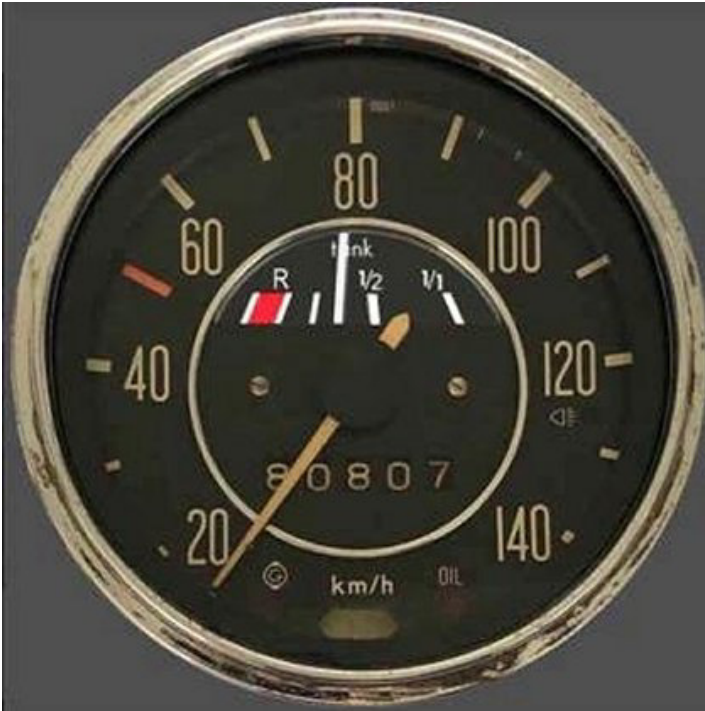
Both articles from Mid America Motorworks

Submitted by Carl Moll

Genius Idea.

Let's say that you have a nice Beetle, responsibly want to monitor important stuff like oil temperature and pressure, but don't like the idea of cutting up your dashboard to install additional gauges. This describes me very well. Orsi Tech, located in Wolfenbüttel, VW country, just 40 km from Wolfsburg, has the ideal solution.

Send them your Beetle speedo, any year which has a built-in fuel gauge. Actually, I would take the fuel gauge out first. They will install a new piece of the same dimensions in its place. This piece is full of digital cleverness. Firstly, it emulates the original fuel gauge, in two different stylings, pre- and post-73. Here's the late one:



Then, by pushing a little push-button switch which you mount in a convenient location, the digital display cycles between numerous other screens, for example:



as well as a screen giving an overview of all information. The vital measures it can report on are:

- * fuel level
- * oil pressure
- * oil temperature
- * RPM
- * Voltage
- * clock time

It gets this info by hooking up to your original fuel-tank sender, VDO senders for oil and the coil terminal 1. If you're one of those advanced souls with an oxygen sensor attached to your fuel-injected Beetle (one day!), there's an optional display for fuel/air ratio. Orsi Tech is open to suggestions for other things to measure – for a price, of course. Turbo boost?

Trip computer? VW Diagnosis?

With the ignition off, it's just a black screen, so it's pretty inconspicuous.

For the time being, the product is only available for Beetles. Pre-68 models aren't being ignored though, because there's this little beauty:



Being in Australia, your Beetle will already have the necessary tank sender. The left-hand-drive part of the world used a mechanical gauge worked by a cable.

A kit for self-installation is also in the works, because sending your speed all the way to Wolfenbüttel is a hassle, especially when you have to drive your Beetle in winter and there's a big hole right in front of you.

The price? 250 Euro and 100 extra for the rare individual who would benefit from the fuel-mixture module. I think that's reasonable.

All the info at www.orsi.tech

Rod Young
rod.young2@icloud.com

Pasha, plaid, paisley, pinstripes and Pepita.

In Australia, we have most always been sent from Germany, the safe and sometimes boring colour combinations.

I used to work at a Porsche dealership, and I remember one day, every single car that came in for service, was red with a black interior, how boring! I asked my boss why that was, and he replied - Australia is always sent the safe to sell colour combinations.

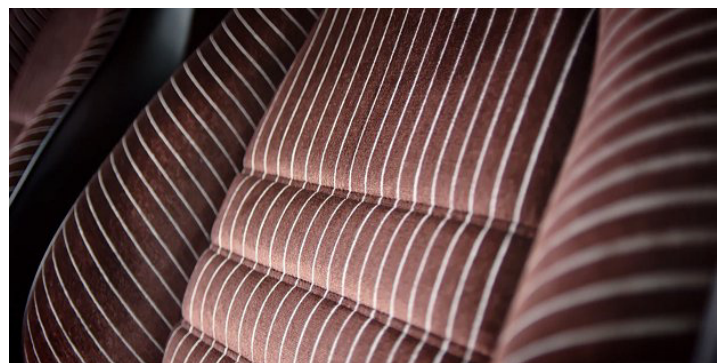
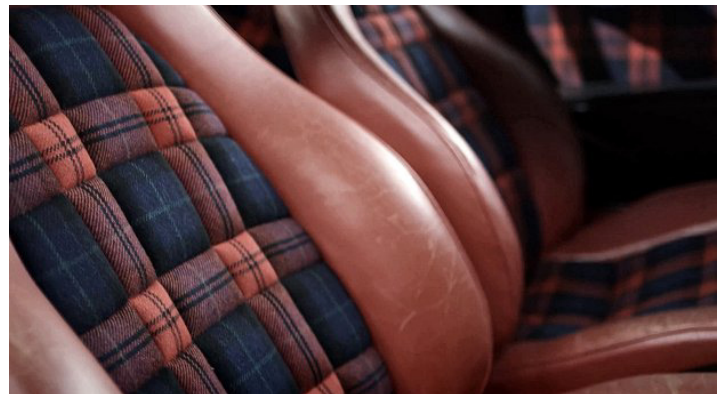
Volkswagen is the same, but maybe not to the same extent, by the fact they sell more cars. Black interiors tend to dominate.

Overseas, it's a totally different story, they make, and people order, the most outrageous paint colours and the most beautiful fabrics for the interiors.

This is my top five interior fabrics-

- No.1- Pasha, or wild check.
- No.2- Plaid, or tartan.
- No.3- Paisley.
- No.4- Pinstripe.
- No.5- Pepita, or houndstooth.

So if you're looking at re-trimming the interior on your old Volkswagen or Porsche, why not make it a bit more exciting than just black or brown?



These fabrics are still available, they can be a bit expensive, but I'm sure your car is worth it.

Ashley Day.



here with things like leather seats and a panoramic sunroof, although frustratingly, adaptive cruise control is part of a \$1600 'Assistance Package.'

Regardless, the Tiguan looks and feels like the semi-premium package it should be considering its price premium over rivals. Just be aware it gets expensive quickly when you start ticking option boxes or going after all-wheel drive, for example.

Is there anything interesting about its design?

The more I spent time with it, the more I appreciated the Tiguan's slick, understated

styling. Volkswagen's design is pleasingly consistent across its range right now, and the Tiguan just looks like a big Golf - in a really good way.

The blending of curves around the edges and strong angles down the sides and roofline is masterful, and the silver highlights delicately sprinkled across the exterior trim add just enough shine to stop it looking too simplistic.

Overall it will be less controversial than the majority of its competition, while also looking decidedly further upmarket.

Perhaps the Allspace's best trick is the way it hides its dimensions. It doesn't look huge, and you have to look really closely to spot the difference between the Allspace and the regular length Tiguan (the Allspace's rear-most side window kicks up at the bottom; the regular Tiguan's doesn't).

Inside it's mostly great, too. The indistinguishable-from-a-Golf theme continues, but that means decent plastics, leather-trimmed touch points and well-built switchgear.

It's inoffensive, but also hardly flashy. The fake aluminium trim and odd mix of gloss plastics is nicely put together, but overall a bit plain. The further back you go (seat-wise) the more basic the trim gets.

How practical is the space inside?

The cabin might be overwhelmingly grey, but it's a practical place to be. And while the Allspace has its letdowns,

Tiguan Allspace 110TSI Comfortline.

So, you need some extra seats, but you don't want to buy something too big.

A common conundrum, apparently. At least, common enough to justify more and more seven-seat editions of mid-size SUVs like this Volkswagen Tiguan Allspace popping up all over the place.

There are different ways of approaching this. Honda's CR-V and Nissan's X-Trail seem to chop up the boot and put the extra seats right in there - but that wasn't enough for Volkswagen.

No, the German brand has gone so far as to extend the wheelbase of its ever-popular Tiguan. Is it better for it? Does it compromise an otherwise great package? And, are the extra seats even usable?

I took one for a week to find the answers to these questions and more.

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

We had the Tiguan Allspace in 110 TSI Comfortline trim, which is toward the entry-level. At \$40,150 it competes with high-end offerings from Honda (CR-V VTi-L - \$38,990) and Nissan (X-Trail ST-L \$39,300). It will soon also face competition from Mercedes-Benz when its new GLB-Class lands in the not-too-distant future.

Although not the highest-spec Allspace you can get, the Comfortline still punches above its mid-spec weight when it comes to equipment.

Things like an electric tailgate, LED headlights and tri-zone climate control are well and truly premium bits of kit.

Those match well with 18-inch alloy wheels, a 20.3-cm multimedia touchscreen with Apple CarPlay and Android Auto support as well as built-in nav, auto folding wing mirrors, keyless entry and push start, and a rechargeable torch in the luggage area.

You can even option the front-drive base car we had



it almost makes up for them with some surprises.

Starting with the front seats, there's plenty of room in the deep foot well as well for arms, and head clearance is excellent.

Storage comes in the form of massive bottle holders in the doors, some trick cup-holders in the centre console (which can be folded away to make a big storage trench) and a bay under the climate controls which hosts USB, aux, and 12-volt ports.

Bonus storage comes in the form of big roof-mounted boxes, a decent centre console box and a big glove box, too. Ergonomics are great and there a dials for everything! Full marks in the front, then.

In the second-row things are great, too. Again, there are big pockets in the doors, pockets on the back of the seats, a drop-down armrest and in a rare addition, in-flight service trays on the back of the seats. I'm not sure what good they are for eating or typing on... but a cool addition nonetheless.

The second row seats are as comfortable as the first row, and they are also on rails, allowing you to max out legroom, or make fitting child seats easier. Or, if the third row is in use, you can minimize it to help third row dwellers out.

The second row also gets its own climate control zone with controls, adjustable vents, as well as a USB and 12-volt outlet. Great marks for the second row, too!

Sadly, things are less good over in the third row. Despite the clear efforts VW has gone to make the Tiguan chassis accommodate an extra row, it just hasn't panned out for passengers.



Thanks to the second row on rails, and the large door aperture, clambering in isn't too hard, but once you're there the space is not sufficient for an adult.

Even with the second row moved forward significantly, there seems to be nowhere for my feet to go, seat comfort is best described as 'basic' and headroom was not sufficient for my 182 cm height.

Children under the age of 15 are perhaps best suited to this scenario. There are no air vents, and the trim around the edges is a bit hard.

The upswing of the Allspace's extended cabin though, is the gratuitous amount of boot storage. Even with the third row up, you'll get a hatchback-sized 230 L.

The boot is a whopping 700 L with the third row stowed, and rows three and two stowed you'll get 1775 L - or enough for an entire set of six dining chairs, as I discovered on my test.



What are the key stats for the engine and transmission?

The entry-level Allspace 110TSI comes with the Golf's 1.4-litre four-cylinder turbo-petrol engine.

It produces 110 kW/250 Nm, which probably sounds a little light-on for such a big SUV (driving section spoiler: it is) although, isn't too bad considering Honda's similarly sized CR-V gets by with a very similar powertrain.

This is the only Allspace with a six-speed dual-clutch auto. Higher-spec 2.0-litre all-wheel drive models get a seven-speed instead.

How much fuel does it consume?

The Allspace 110TSI drinks a minimum of 95RON petrol, with a claimed/combined figure of 6.6 L/100 km.

Our real-life test produced a much higher 9.1 L/100 km. I expected it to be higher than the claimed figure given the extra weight of the Allspace, but perhaps not that much higher.

The 110TSI also has a slightly smaller fuel tank than the 2.0L versions at 58 litres.

What's it like to drive?

The Allspace offers up a very VW drive experience - and it's mostly good.

Many of the main characteristics are just like a Golf or Polo. Accurate steering which is pleasantly light for city-slicking, an overall comfort suspension tune which is great for soaking up potholes, and an impressively quiet cabin.

What's not so great is the dollops of turbo lag served up by this engine. It's more annoying than the same engine in a Golf, because the simple physics of moving such a large object lends itself to a few precious milliseconds of delay.

I found myself pressing the pedal further out of frustration, only to have the front wheels spin when the torque





It's a good standard set of standard features, but truly impressive with the affordable assistance pack.

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

Volkswagen has updated its warranty to match mainstream automakers at five-years/ unlimited kilometres, so it's on-par with major Japanese rivals there.

Servicing can be packaged up (and bundled in on finance) at the time of purchase, with a three-year package costing \$1350 and a five-year package costing \$2500.

We'd absolutely recommend sticking to the five-year package if you intend to keep the vehicle for the warranty period. You do legitimately save money on what VW calls 'servicing RRP.'

finally arrived a full second later.

It's no athlete then. Perhaps it doesn't need to be, but if you want a drive experience without these characteristics you'll need to shop even further up the price scale to the 2.0L versions.

The six-speed dual clutch is a slick shifter though, and unlike previous iterations of this 'box it has almost no jerkiness at low speed.

Overall, the suspension tune was good, but there are moments where it feels extra-stiff around the rear.

I'm not entirely sure why I noticed this more over say, a regular Tiguan, but all I can report is the rear seat passengers might notice it on larger potholes.

As a city-slicker, it's narrow but long body also betrays its size, making it feel hatch-like to navigate around tight streets. Admittedly, this did not quite extend to parking and three-point turns.

Otherwise it's a quiet ride, and once you're at freeway speeds one of the best places to be in the segment.

What safety equipment is fitted? What safety rating?

The base car scores active safety refinements which include auto emergency braking (AEB - works at freeway speeds with pedestrian detection), lane keep and park assist.

The Tiguan has seven airbags, with curtain airbags which cover even the third row. The expected stability and brake controls are also present.

The safety offering can be upped by ticking the 'Driver Assistance Package' box (\$1600 - worth it) which includes blind spot monitoring, rear cross-traffic alert, adaptive cruise control, as well as 'traffic jam assist' (allows the cruise control to stop and go at traffic), and 'emergency assist' (will try to alert a non-responsive driver then drive into a shoulder if no response is received).



Verdict

The Tiguan Allspace is a slick, refined package that justifies its higher-than-rivals entry price with a great list of inclusions.

It's a bit odd that its hero feature, the extra seating, is one of its least compelling attributes, but the extra internal space makes it one of the most practical mid-sizers you can get your hands on.

Tom White

Wagon Wheels.

Even though you could put different wheels on a Kombi or Transporter, nothing seems to beat the look of the original steel VW wheels and hubcaps.

Over the years I have tried Porsche, Audi, Golf, Passat and Mercedes wheels, but eventually they were all taken off and the original silver steel wheels were put back on.

They just look right. The right size, shape and the right ventilation holes. And perfect with clean, shiny VW hubcaps.

The only problem with the steel wheels is that they get old and rusty and they don't look so great any more.

But it's actually not that very hard to give them a good freshen up.





First, start by cleaning your chrome hubcaps with Gumption. Or use dry steel wool - no water.

Polish them hard until they shine.

Next, give the rims a good scrub with detergent and a stiff brush, then a good rubdown, inside and out, with 240-grit wet-and-dry sandpaper.

When you have finished that, let them dry completely, mask them up and start spraying.

Spray them grey or black on the inside (depending on the original colour, which you should see when you've properly cleaned them). Spray them silver on the outside.

If you're like me, and you have already sprayed your tyres with silicone spray or tyre shine and the masking tape doesn't want to stick, you can make a template out of old playing cards, or thin cardboard.

This job will cost all up about \$25 for the spray cans and half a day of your spare time. It will definitely brighten up your old Kombi.



Ashley Day



Fastback rebuild.

This is the story of my 1970 Type 3 Fastback rebuild. You would have seen my car featured in the September 2020 issue of Zeitschrift. But the story really started several years before I even considered rebuilding a car of any description, let alone a VW, so I had better start at the beginning...

I had always wanted to go to Alaska, but hated the idea of going on cruise ships. After I had retired from full time work in 2009, and following a lot of research and deliberation, I decided to drive there instead. At the time I was hill climbing and sprinting my Lotus Elise that I had owned for 15 years, and as no one had ever driven a Lotus of any description to the Alaskan Arctic Circle, I decided that was a "good idea" to drive. Long story short, in May 2012 I got to the foot of the Atigun Pass in my Elise, over 300 miles north of Fairbanks on the infamous Ice Trucker's Highway which is mostly dirt road and well north of the Arctic Circle, before snow and ice blocked the road and forced me to turn back.



On the way to Alaska I had also spent a weekend on track at Laguna Seca, and been up Pikes Peak, driven through blizzards, and been chased by bears and moose, so I had also had a lot of fun along the way.

In fact so much fun that I knew I wanted to keep going, but at 65 years old, travelling in a tiny sports car and camping in a small tent was just too difficult. So on my return to Australia I sold my Elise and bought a 4WD LandCruiser camper, and from 2014 spent the next 3 years driving round the world - Alaska to Tierra del Fuego via Central America, then to Europe, Norway, Russia, (Arctic again!) and North Africa, before returning home via Iceland, Newfoundland and back across Canada before shipping home. For some perverse reason I really enjoyed this constant driving and exploring.

I then spent the next 3 years rebuilding a friend's 1954 Austin Healey 100/4, and in return he offered me the Navigator's seat in the car on the 2019 Peking to Paris Endurance Rally - 36 days driving from Beijing to Paris via Mongolia, Russia, Kazakhstan, Norway, and on down through the Baltic States and W Europe to Paris. That was certainly different, and a separate story in itself!

On my return to Australia I then had nothing to do...

So I bought another car to rebuild - this time a 1970 Type 3 Fastback. My first car when I was a student had been a 1956 small window Beetle, followed by a '58, then two 1964 Beetles, and a 1965 Bus. Later in life I also had a 1974 Beetle

in Dubai that I turned into a Baja Bug (the first ever in the Middle East), and then a 1972 S Beetle in Victoria that Allan Purvis (of 'Eureka' fame) converted for me. So I have had a few of VW's finest over time.

It was during my earlier Beetle days that VW brought out the 'upmarket' Type 3, and with its big 1500 and later 1600 cc engine, and front disc brakes - I always hankered after one. But it took me some 50 years for the time to be right - and after all the motoring fun and exploration during my life, now was the time.



I had been put in touch with Stephen Muller in Sydney through mutual friend (and ex VW racer) Greg Mackie, and Stephen just happened to have a spare Type 3 sitting around... so we came to an agreement. A week or two after I returned from the Peking to Paris, I took a trailer from my home in Queensland down to Sydney and picked up 'Clementine.' With an official colour code like Clementine, how could you possibly call her anything else?

She only had 39,147 miles on the speedo (or was that 139,147 miles?) but had a lot of surface rust, although the only really bad section was in the LH A-pillar where water ingress from badly perished window seals had caused some major damage. The inside was horrible - stained and mouldy, with ripped seats, carpets and roof lining, but seemingly, apart from that A-pillar, the rust was not too bad. She started on the key so I could drive her onto the trailer, and we came home to Queensland where work started immediately.

The plan was always to "just do enough to get her running," and once the engine and gearbox had gone up to Gary at Conti Engines for a complete rebuild, I set to work on the bodywork and suspension. And, as usual with these rebuilds, I soon found that I needed to do a lot more than expected, and "getting her running" was going to take longer than planned. A lot longer! Sound familiar?

I have no history on this car whatsoever, apart from the fact that Stephen had acquired her in South Australia. Old faded service stickers and a couple of (rusty) items found in the glovebox indicate a lengthy period in S Australia, but that is all I know. As a result I had to check everything on the car, and rebuild or replace most of it, because I just didn't know whether parts had been on there for 5 years or 50. And as many of the parts I found were original VW stamped parts, I suspect 50 years is more likely. So, as I pulled her apart, I found lots of things that slowly allowed at least some of her history to become evident. Removing the seats and carpets got rid of some of the mouldy smell, but it wasn't till the seats



clean this engine cover up, and it was then treated with the same acid/primer/top 13 coat as the rest of the interior.

Inside, once the roof liner was removed, the light surface rust on the roof itself was cleaned up and given two coats of KBS Rust-Seal (which I prefer to POR-15). All the unreachable side channels were sprayed with Penetrol until it ran down the A, B, and C pillars. Meanwhile I ordered original pattern seat covers and foam from TMI to replace the coconut fibre padding, carpets, and roof liner.



were removed (along with the in-house mouse nest inside the coconut husk seat padding !) as well as all the wet cloth sound proofing behind the rear seat, that I finally got rid of that smell. The rear window seal was also totally shot, and water was pooled in the corrugations of the rear parcel shelf and the luggage area over the engine. The car had obviously been sitting outside in the weather for some time...

However, as I eventually got down to bare metal, I found very little bad rust, even in the battery area. There was a little surface rust, but this came off easily with a rotary wire brush on a drill, and the metal was then acid treated to inhibit rust, and then given two coats of rust inhibiting primer and two top coats of similar paint. The only really rusty section inside was the removable engine cover. For some reason this was really bad, even though all the surrounding area was rust free. A good abrasive grinder wheel did manage to eventually

The door and rear seat side trim cards I tackled myself, separating the warped and water damaged wood card from the plastic trim, and cutting new cards from Bunnings' finest fibreboard. The plastic cleaned up really well with Gumption, any tears were mended from the inside, and after being fitted back together, they came up really well.

I then removed all the wings, and once again they were only slightly rusty on the inside, and cleaned up well with a wire brush on a drill, followed by two coats of KBS Rust Seal on the inside. On the outside I repaired any minor dents as best I could, acid treated any minor rust, and sprayed them all with an etch primer to prevent any surface rust re-appearing prior to top-coating. There were very slight rust holes down in the rear corners of the front guards, none on the rear ones, and only one of the doors had any major rust. Internally the doors were all rust treated and painted, and Dynamat soundproofing inserted.

I then moved on to the rear suspension, and replaced all the torsion bar bushings, and fitted new dampers. The trailing arms were sand blasted and painted before fitting new bearings and seals, and new CV joints all round. At the front I fitted new dampers, and renewed all ball joints and bearings, but did not tackle the torsion bar bushes at this stage. And of



course all the brakes, brake lines, master and slave cylinders were all refurbished. Surprisingly, despite being in terrible condition when removed, all the VW originals cleaned up well and were able to be retained.

The wheels turned out to be a mix of three correct Type 3 wheels, one Beetle wheel with a different offset, and then one 4" Beetle wheel. A couple were VERY rusty. Once again sandblasting managed to recover them, and they were all repainted silver/grey as per the originals. However I purchased one new wheel to replace the 4" wheel, and then had Nankang RC-001 Retro whitewall tyres fitted, which suit the car really well, while also being relatively low cost.

By this time, the engine and gearbox rebuilds had been completed. The engine had been 'OK,' and was seemingly totally original, but given the wear that was found, it was fully rebuilt with new mains, pistons, cylinders, and heads, and a hole tapped in the sump to mount an oil temperature gauge. I decided to keep the engine standard in order to maximise reliability and minimise any possible heat build up during the long distance driving that I plan. The gearbox held a surprise - the rebuilder found the inside of one side had major damage to the final drive assembly, and his guess was that the car had had a major 'hit' on that side. There was no evidence of damage or new panels on the body work, which ruled out an accident. However when I was later cleaning up in the engine bay I found that the engine mount hanger on the same side was loose - the spot welds had been completely broken. On closer inspection, I also found a very slight crease in the floor of the luggage compartment, directly above the damaged engine mount - so my deduction is that the car had slid into a kerb or something, banging the wheel hard, which transferred the shock through the engine mount and the axle to the final drive, and cracking it. But with new parts, the gearbox was

now right, and with the engine mount not only re-welded but also strengthened, all should be good.

Clementine and all her panels were then delivered on a truck to a local body shop, and they first of all cut out the rust in the A pillar, as well as the minor rust in the wings and the driver's door. Once completed, the body panels were then painted with the correct Clementine paint, but using a modern 2-Pack that really brings the colour alive. To say I was satisfied with the paint job would be an understatement - I love it !



After the paint shop, the car went to the trimmers, where the new roof liner was installed, and all the seats were stripped and recovered with the new foam and covers. She was starting to look like a car again !

The driver and passenger windows were causing major problems - they needed new felt runners and scrapers all round, and the modern parts just didn't fit properly. After several days of frustration, I found a local VW expert who would do them for me, but this took 3 weeks or so as he was so busy. In the meantime I refitted all the painted panels - I would have preferred to refit the doors first so I could set the panel gaps correctly, but it just didn't work out that way.



With the guards, bonnet etc all fitted, the windows went back in, all with new seals except the pop out rear side windows where I had managed to recover and refurbish the rare rubber trim. With the windows finally back in the doors,

these were then 25 fitted. Finally, after refitting all the original ducting and engine parts that I had sanded/painted/rebuilt myself (distributor, fuel pump etc), the new Vintage Speed stainless exhaust was mounted, and finally the engine and gearbox went back in.

The only items missing now were the carburettors. These original 32-34 PDSIT units were so badly warped (from over tightening ?) that a feeler gauge could be slipped between the two halves. Several weeks of gentle heating and squeezing in a big press finally got them back in shape, and after a full rebuild kit had been added, they were refitted, and she literally burst into life at almost the first turn of the key. Some minor adjustment to the idle jet soon had her idling perfectly, and it was time to go for a drive. 6 months of working 8 hours a day, almost every day, and she was finally back on the road.

Everything seemed to work perfectly, except the steering which needed major adjustment - there was 6 inches of free play on either side of centre! The steering box had been rebuilt earlier, and after a quick adjustment, the play was gone. I have added oil pressure and temperature gauges because I rely on these instruments a lot on long journeys, and I have also fitted Dynamat sound proofing throughout the car. Under the carpet, throughout the rear boot area, everywhere - with a view to keeping the regular Volkswagen NVH as low as possible on long drives. When you live in a car day after day, these small things become very important.

Clementine is not intended as a perfect rebuild. There are still a couple of slight dings in the bonnet, and the rest of the panels are not perfect, but she is rebuilt to be reliable and



to be driven. I plan to use her as an everyday car, and Covid-19 travel restrictions permitting, I intend to take on a 'lap' of Australia as soon as possible. The longer term plan, again virus permitting, is to ship her back to the USA in mid 2022

and take her up the Ice Trucker's Highway to the Arctic - Would she be the first Type 3 to get to the Alaskan Arctic ?

I know Beetles have been to the Antarctic, so it must be time a Fastback went to the Arctic ! But first, I need to put some miles on her, and make sure she is ready for such a tough trip, and the best place to do that is on the roads of Outback Australia.

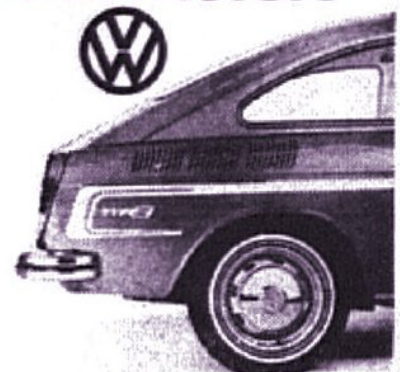
Watch this space !!

Giles Cooper

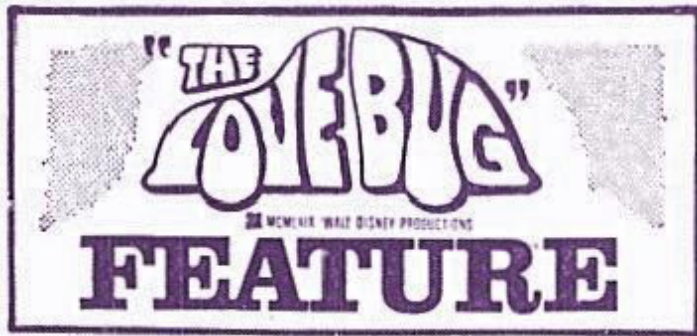
Be a sport. Take a test drive.

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St. Leonards: 21 Herbert St 43 1355
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Lanock Motors



LMR139



Herbie the Car is star of new film.

The Adelaide Advertiser, Wednesday 14 January 1970

Herbie, the four-wheeled Hollywood star, has come to Adelaide to prove that cars can love!

Of course, Herbie is not an ordinary car... to begin with Herbie is white with red, white and blue stripes and has a mind of his own.

Herbie thinks and acts for himself. He communicates occasionally, often races and once he was cut in two just before the finish of a race. The result? He was placed first - and third.

But Herbie's greatest attribute that he loves. He loves his owners to such an extent a movie has been made about him.

It's 'The Love Bug,' and Herbie will introduce it to Adelaide audiences tomorrow at 11 sessions at four theatres. The theatres and times are:

Metro, city (11 a.m., 2 p.m., 5 p.m., 8 p.m.), Metro Drive-In, Marion (8 p.m.), Marion Theatre, Marion Shopping Centre (9 a.m., 11 a.m., 2 p.m., 5 p.m., 8 p.m.), Hollywood Drive-in, Salisbury (8 p.m.).

'The Love Bug' is one of the most successful comedies in US box-office history. It's so different that the distributor, MGM, expects it to run in Australia for at least 18 months.

Walt Disney Productions made it and said: "It looks as if 'The Love Bug' will be second only to the record-breaking 'Mary Poppins' as a box-office success."

Herbie, a little car with a big heart, is a Volkswagen. There are three replicas around Adelaide - you'll have no bother spotting them.

And Herbie IS a hero.

In 'The Love Bug,' he joins forces with a young racing driver, Dean Jones, the Hollywood actor who has starred in a series of Disney films.

With beautiful co-driver Michele Lee and mechanic Buddy Hackett, they set out to be race-track stars.

'The Love Bug' is an engaging fantasy about a little foreign car which falls in love with its owner.

More Fun Than Work

Dean Jones - the human star of 'The Love Bug' - found acting alongside Herbie was more fun than work.

Jones is a racing car fan, and so his antics on the track with his loving Volkswagen gave him much satisfaction.

"It's great getting a pay cheque for doing what you

enjoy most," he said after making the movie.

Others in this latest comedy from the mighty Walt Disney stable are:

* Buddy Hackett, regarded as one of the funniest men in show business, who appears as the kookie mystic and mechanic with the Herbie racing team.

* Dastardly daredevil David Tomlinson (one of England's most versatile actors who made his American film debut with Julie Andrews and Dick Van Dyke as the harassed father in 'Mary Poppins') and his side-kick Joe Flynn (of 'McHale's Navy').

Scenery Is Impressive

In addition to locales such as San Francisco's Fisherman's Wharf, the Golden Gate Bridge and the serpentine Lombard Street, California's breath-taking Monterey Peninsula adds to the excitement of 'The Love Bug.'

Background scenes and race sequences for the film were filmed at Willow Springs and the Riverside Raceway. Another setting is a picturesque turn-of-the-century San Francisco fire-house where the hero race driver and his buddy, the sculptor, run a swinging bachelor 'pad.'

Benson Fong, owner of Hollywood's famed Ah Fongs Restaurant, has dispensed fortune cookies by the ton in his popular dining spot and now has a first-hand opportunity to observe the making of these cookies.

He is currently starring in 'The Love Bug,' and among other things, he plays the owner of a Chinese seafood market and fortune cookie factory.

'Bug' Parade

More than 60 Volkswagens (65 to be precise) with painted faces, top hats, big ears and glasses - that was the scene at the Marion Shopping Centre on Sunday for 'The Love Bug' decorate-your-VW day.

They drove in, heralded by pipe bands and marching girls, with incredible designs and colour schemes to vie for honours in a unique competition.

The centre was crammed with spectators, an organiser reported. "It was an unbelievable day," he said.

Some of the contestants had been working for weeks preparing their vehicles.

The results were certainly commendable and set a hard task for the judges.





The judges were the manager of the Metro Theatre (Mr W.E. Wilson), the S.A. manager for Volkswagen (Mr I.F. Barr), and Johnny Mac from Channel 7 Adelaide.

The winner? It was 'Home Sweet Bug,' entered by Philip Rush, of Netley, who had covered his vehicle with a brick-coloured cloth and a wooden roof (8 ft from the ground) to resemble 'Home Sweet Home.'

And during the parade of contestants, smoke puffed from the chimney. 'Home Sweet Bug' had other authentic trims - gay flower pots squatting in window boxes, and cute windows in the attic-shaped roof. His prize was \$300.

Other prizes of \$40 were awarded to:

Margot Wilson, of Plympton, for her 'Dragon Wagon'; Alf Poefinger, of Edwardstown, for his 'Love Bug House'; John Partridge, of St Marys, for his 'Litter Bug.'

They all saw Herbie!

A special Adelaide family - a family of Volkswagens - had a night out on Monday.

They were non-paying guests at an advance screening of 'The Love Bug' at the Metro Drive-In Theatre, Marion.

About 800 Volkswagens - various models, sizes and colours - nestled together for one good reason - to see Herbie.

But imagine leaving your car for an interval snack at the drive-in, then trying to find it when every car there is similar! This happened, but it was part of the fun night. And there was a true VW fraternity.

This VW convergence was probably the biggest gathering of any one make of car Adelaide has yet seen. And the real-life, warm, loving Herbie was there to welcome his brother cars.

The VW owners' verdict on 'The Love Bug' - the story of a Volkswagen with a mind of its own - was that it was an uproarious success.



Adelaide.

As mentioned in the newspaper article, The Love Bug opened in Adelaide on Thursday 15 January 1970, to some considerable promotion in the local press as we have just seen.

In Adelaide the Love Bug opened at the beautiful Art Deco MGM Metro Theatre at 88 Hindley St.

This theatre was designed by noted US cinema architect Thomas W Lamb, and was built in New York-style Art Deco. It was the only Australian Metro equipped with fittings especially imported from the USA. The columnated facade design was reminiscent of a mini-skyscraper of the 1930's. A large US-style marquee with neon-strip lighting and back-lit cut-out letters adorned the main entrance. The Adelaide Metro opened in October 1939.

Inside, it could seat 1,286 patrons in air-conditioned comfort in the stalls, dress circle and lounge. The seating was uniform throughout with air-cushioned seats upholstered in sea-blue moquette, which toned well with the pastel brown, beige and gold of the auditorium and the rich burgundy carpets. On each side of the proscenium four indented columns diffused the amber light which beamed up towards the ceiling. In 1954 CinemaScope was installed and the original proscenium was widened. A new waterfall curtain in gold crushed velvet was a beautiful feature of the newly designed stage area.

When MGM closed up Australian operations in 1971, most of its business and its cinemas across the country were sold to Greater Union. For several years business continued



as usual, but in 1974 Greater Union gutted the beautiful interior of the Metro Theatre to turn it into a 'modern' four-cinema complex. It reopened as the GU Hindley Cinemas 1-4 in August 1975. Cinema 1 was located in the former circle and seated 571. Cinema 2 with 386 seats was created in a new extension above the entrance foyer, with the screen at the Hindley Street end. Cinema 3 was created in the left-hand side of the former stalls and seated 300. Cinema 4 was created in the right-hand side of the former stalls and seated 284. The front of the building was painted purple. The foyer was also covered in purple carpet.

This abomination closed on 11th April 1991. For a short time it was used as a nightclub which attracted a seedy clientele. For many years it remained empty, and was finally demolished in 2005 to make way for a Unilodge apartment hotel/backpacker building, with a KFC on the ground floor facing Hindley St.

The only Adelaide suburban theatre to show the Love Bug was the Theatre Marion in the Marion Shopping Centre. This shopping centre was opened in 1968, the largest shopping centre in South Australia, then and today. Originally the centre's theatre had just one screen, but the shopping centre has been renovated, rebuilt and expanded numerous times over the years since. Major extensions were built in 1982 and 1989, and a third in 1997 saw the old theatre demolished and incorporated into the shopping centre expansion. Instead, a new cinema multiplex called the Marion Megaplex opened in 1997, which remarkably is today the largest cinema complex in Australia - with 26 screens, including 3 Gold Class and 2 V-Max.



In addition, The Love Bug opened at two drive-ins in Adelaide - the Metro Drive-In in Marion, and the Hollywood Drive-In in Salisbury.



The Metro Starline Drive-In Marion opened in June 1957, on Oaklands Rd in Morphettville. It was not actually on the corner of Morphett Rd, as the ad says, as this is the location of the Morphettville bus depot. The drive-in was just to the east, next door to the bus depot and taking up land almost as far as the YMCA. It opened as a single-screen, but was twinned in 1973. It was closed in February 1997, and was demolished for houses.



Hollywood Drive-In in Salisbury (far-north Adelaide) opened in December 1967. It was the largest drive-in in South Australia and one of the biggest in Australia, holding some 1,100 cars. It closed in January 1985. The drive-in was partly demolished and the land built on in stages, including Hollywood Plaza shopping centre and carpark, Caltex station and Village Life retirement village. The screen frame remained for years, the white panels removed and replaced by a large rainbow. It was demolished in 2018. The concrete foundations are still visible in the field on the corner of Winzor St and Hollywood Blvd.

Perth.

Unfortunately I can't confirm as to where the Love Bug opened in Perth in 1969-70. The State Library of NSW only has the West Australian newspaper on microfilm from 1991, and Trove (National Library in Canberra) only has digital versions available up to 1955. Therefore 1969-70 is not available for perusal here - unless you fly to Perth and look in the files in the State Library of WA, in the Perth Cultural

Centre in the James St Mall. Perhaps if one of our friends from the VW Club of WA is reading this, they could check for us and let us know.

In the meantime though, we do already know that Disney films were distributed in Australia by MGM before 1971, and they were shown in MGM's Metro cinemas. It so happens that Perth had a Metro cinema, and it's almost certain that the Love Bug opened there.

Perth's Metro Theatre at 95 William Street originally started life as the Queen's Hall, opened in 1899. Among the early artists to appear there were Dame Nellie Melba and Clara Butt. With the advent of film, Queen's Hall became the venue for Vic's Pictures. In 1927 the Hoyts Theatre chain took over the lease, with architects Bohringer, Taylor and Johnson transforming it into Hoyts Regent Theatre, complete with chandeliers imported from Italy and a Wurlitzer organ.



In 1938 Hoyts Theatres gave up the lease to MGM Theatres, and the theatre was again transformed, this time by architects Baxter, Cox and Leighton who gave it the full Art Deco style treatment. It was renamed Metro Theatre. It remained one of Perth's most stylish, comfortable and most-loved theatres until its eventual closure on 13th October 1973, its final film being a revival of 'Gone With the Wind.' It was demolished in February 1974 for a new high rise tower for the Commonwealth Bank.

There were no other theatres called the 'Metro' in Perth, so until we see a newspaper from 1969-70, we can't tell

you whether The Love Bug played in any suburban Perth cinema or drive-in, and if so, where.

Hobart.

The modest capital of Tasmania, with a population of just 141,000 in 1969, did not get a release of the Love Bug in December 1969 or January 1970. It would have been released later, probably during a later school holidays in 1970 or 1971. MGM did not have any theatres in Hobart, which might explain why the city did not get a first release of The Love Bug in 1969-70.

At that time the biggest 'main release' theatre in Hobart was the Prince of Wales Theatre, in Macquarie St across from today's Tasmanian Museum. It opened as a vaudeville theatre in 1911 and underwent several rebuilds over the years, and by 1938 was one of the most modern cinemas in Australia. It was popular for many years, and because of the closure of the nearby Odeon in 1968, would probably have been where The Love Bug eventually played.



It was still attracting sell-out crowds in the 1970s for blockbusters such as Jaws, Star Wars and James Bond, but by the 1980s it had fallen into decline. It was used for live shows briefly when the famous Theatre Royal closed following a major fire, but the revival was short-lived. The Prince of Wales was demolished in 1987 to make way for a modern office tower.

Next month - Newcastle and Wollongong.



Jeff's Facebook finds.

Like Comment Share

some more photos from Catalina Park Katoomba in the 1970s



28 1 Share

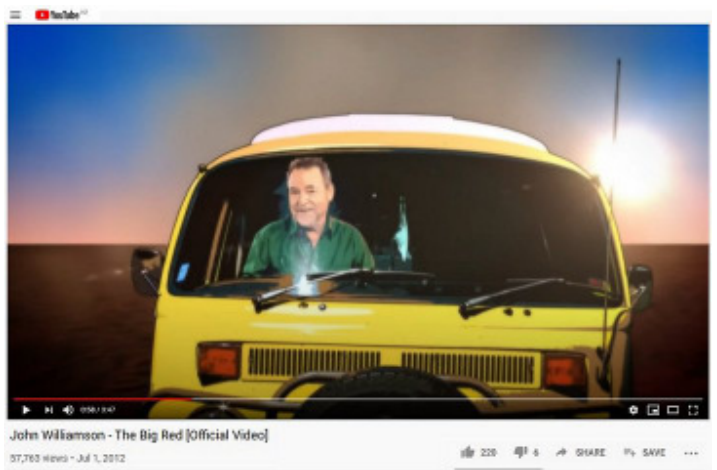
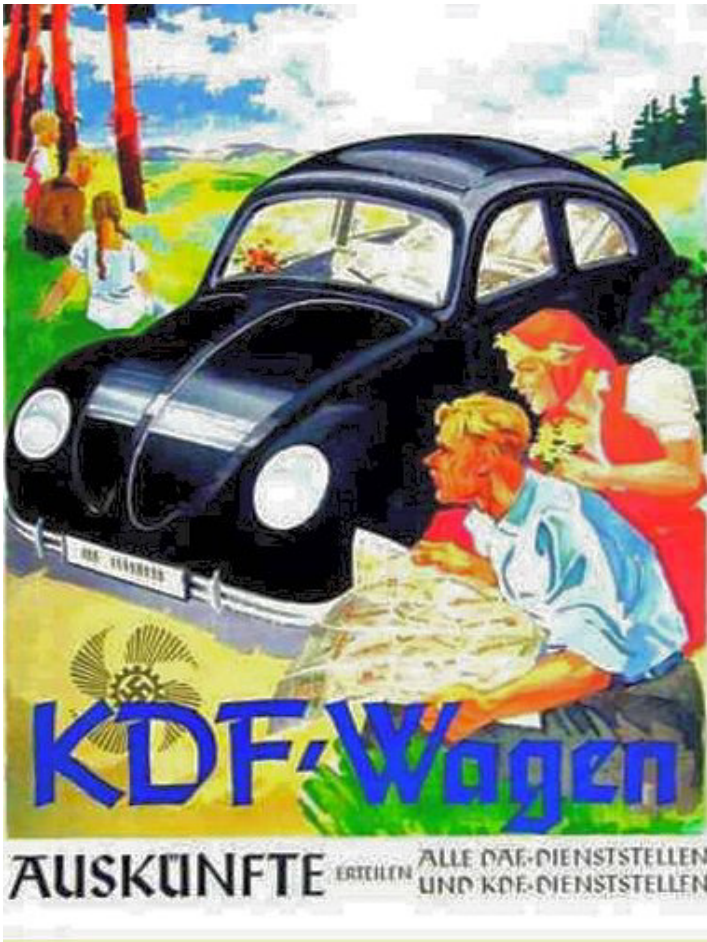


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Hmmmmmm. Thoughts?



Combi & Co

Like as Your Dane

Oh dear! Another one bites the dust!!



Laughs in Lockdown.

After all these years, I still miss my ex-wife. But my aim is improving.

My daughter said to me, "Dad, can I please have a dog or a cat for Christmas?" I said no honey, you'll be having roast turkey and ham like the rest of us.

I have a favourite pair of socks that I can only wear to church. It's because they are holey.

My mate just got sent to prison. He has a really bad stutter, so I'm worried he might never finish his sentence.

I went into the chemist yesterday. I said to him, "I get really bad headaches, my stomach cramps, I feel like I'm about to vomit and my back hurts. Do you have something?" He said no, I feel fine.

I know I'm a really sexy guy. Every time I get undressed in the bathroom, the shower gets turned on.

I got my girlfriend a 'Get Better Soon' card. She's not sick or anything. But she could definitely get better.

We had a party in the office last Christmas. As the evening progressed, a rather overweight female co-worker of mine decided to dance on the table. I remarked, "Wow, really impressive legs!" She blushed and asked if I really meant it. "Absolutely! A normal table would have collapsed by now."

Did you hear about the doctor in the hospital who had a bad temper? One day he got really angry and mad. He lost all his patients.

What does the ASIO secret agent do after a long hard day and it's time for bed? He quickly goes under cover.

I saw a policeman walking a German Shepherd dog. I knew it was a detective dog, because it had a very good lead.

People ask me the longest I've ever gone without making a pun. It's just 7 days. I know, it's weak.

A Spanish magician has a grand magical show. At the end he says he will disappear after counting to three. He starts to count... "Un, dos..." then Poof! He vanishes without a tres.

Before that he used to have a magic act that featured falling through trap doors. It didn't last long – it was just a stage he was going through.

My brother once ate six cans of alphabet soup. Then he had a big vowel movement.

I once had a mate who went on a really uninteresting camping trip – until he was killed by a wild pig. He was boared to death.

I told my girlfriend to come with me to the gym. Then I stood her up. Hopefully, she'll realize the two of us are not going to work out.

Vegetarians believe meat eaters and butchers are gross. But those who sell you fruits and vegetables are grocer.

My boss yelled at me the other day. "You've got to be the worst train driver in history! How many trains did you derail last year?" I said, "I can't say for sure, boss. It's so hard to keep track."

The 747 pilot collapsed onto the floor after he had unloaded his plane at the airport. He had a terminal illness.

I picked up a hitchhiker with one leg the other day. I said to him, hop in.

I couldn't work out why music kept coming out of my office photo copier. Then I realised – it was the paper jamming.

What do you get when you cross a bear with a skunk? Winnie The Pooh.

The serial killer managed to kill off an entire circus. How did he do it? He went for the juggler.

A guy goes to a doctor because he's got a strawberry growing out of his chest. The doctor examines it and says, "I'll give you some cream to put on it."

Mathematicians always tend to marry voluptuous women. It's because they like curves.



Hotel guests are always stealing soaps, shower gels and shampoos from their rooms. The dirty bastards!

I told my mate I want to win 10 million dollars in the lottery, just like my dad did. OMG, he said, your dad won 10 million in the lottery?! I said no, but he always wanted to.

I was thinking of becoming a vegetarian. But I changed my mind – it would be a big missed steak.

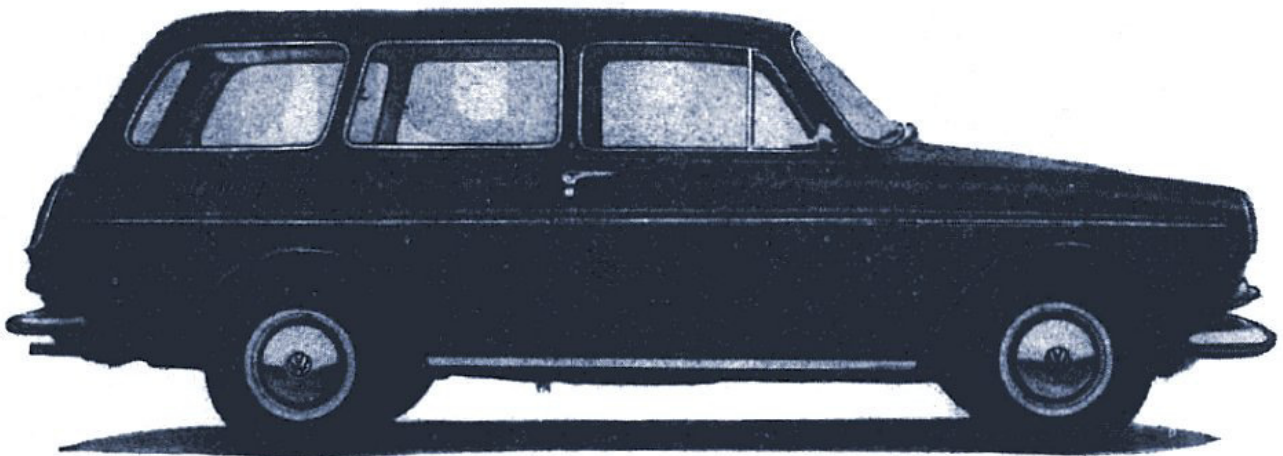
I asked my boss if I can come to work a little late today. He said "Dream on!" I think that was really nice of him.

A plump lady went to the doctor. The doctor checked her over and said, You're obese. The lady replied, "I want a second opinion." The doctor said OK, you're quite ugly too.

A fellow crashed his old Volkswagen and had to have his left leg and left arm amputated in hospital. It's ok though, he's all right now.



Part-time work-horse



full-time thoroughbred!

(That's the Volkswagen 1500 Station Wagon.)

If a station wagon is your kind of car don't buy before you test-drive the VW 1500 Station Wagon.

Why? For lots of reasons!

Firstly—how often will you use it as a work-horse? If you're using it a lot then you'll want to enjoy the **economy** that the VW 1500 station wagon gives . . . up to 33.5 m.p.g.

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Second, third and fourthly, you'll enjoy such things as VW proven reliability, durability and performance.

Still more reasons; there's a gearbox second-to-none, deep, rich, comfortable seats, carefully designed loading space, safety with children aboard (there are no back doors to be opened by little fingers).

But most important of all . . . whether you'll use it as a work-horse a lot or a little, you'll be owning a true thoroughbred among cars. The best that engineering can make.



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