

Zeitschrift



Touareg V8 TDI R-Line - the last V8 Volkswagen.

August 2021

IN THIS ISSUE:

Touareg V8 TDI

Scotts' Pies

Vale Darrell Vittone

More Ash articles

1966 VW 1300

VW factory pictures

OEM Trivia

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 2020-21.

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Council/Events:	David Cook & Lachy Patton	
Social Media:	Dorothy Bryan	clubveedubact@gmail.com

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223

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 2021 VW Nationals sponsors.

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



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- Live music, rock n roll dancing, art show and much more



**PUBLIC ENTRY \$20 (incl. GST). KIDS FREE - 12 years & under
PARKING FREE
BUS RIDES - GOLD COIN DONATIONS welcome**

Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
See David Birchall or Norm Elias at the monthly meeting to book your VW in the display and for your entry tickets. Only reserve a ticket if you will definitely be attending.

2021
WINTER
EUROPEAN
CRUISE



MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



All VW's Welcome

2021 Annual Australian Split Window Kombi Klub's

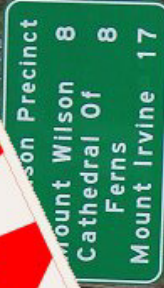
"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW for a BYO Picnic Lunch on

Sunday 29th August

Split Window Kombi

DEFERRED



Proudly Sponsored By:



Event Contact: Simon Barnfield
Email: kombis2u@gmail.com



"Australian Split Window Kombi Winter European Cruise 2021"

ITINERARY:

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

Von dem Herrn Präsident.

Hi all, so again no Committee meeting or Monthly meeting/AGM this month due to the Greater Sydney lockdown. When things improve we will eventually have club meetings again, so keep an eye out for emails from the club.

As you may remember we couldn't have a normal July AGM last year due to Covid restrictions then, and this time we'll only do so when we can have our monthly meeting.

Norman has again volunteered the services of his children again to sticker and envelope the printed club magazines and post them out. I'm sure he will provide excellent lollies as a reward. Doing this cuts down on the number of people coming in contact with one another.

Future events are totally up in the air at this time so keep an eye on your emails for latest in what is happening and what has been cancelled.

The CMC Day at Eastern Creek and the Kombi Winter Cruise to Mt Wilson, both planned for August, have been cancelled. VW Warwick has also been cancelled due to unfinished track upgrades. It will be a full 1/4 mile next year instead of the 1/8 mile.

I really hope that the Volkswagen Spectacular at Macksville can go ahead – it has been postponed to October and hopefully there'll be some easing of restrictions by then. Watch your email in-box for email updates.

In the meantime, enjoy your monthly Zeitschrift and thank you to everyone who has submitted articles - especially Jeff, Ash, Carl, Rod and Willie. We are getting far more stuff each month than we can ever use. It would be nice if we could make the magazine bigger than 44 pages, but this would cost more (for printed versions) and we should be watching our pennies during lockdown.

There was a news item last week that reported a frightening robbery of a Whalan convenience store. Masked men armed with tomahawks and machetes burst in and threatened staff, demanding money. The shop attendant was young Sophie Adams, the daughter of our Treasurer Martha and husband Craig. Martha reports that Sophie is very luckily unharmed, but the robbery was heartbreaking and "just crushed her." Our thoughts are with Martha and Craig and the family.

Norman and Phil (with help from Ben from Greenhouse Creative, our hosts) have restored our Club's webpages back to how they were before we moved to a modern hosting engine in May. All the missing reference pages and magazine archives are now back. We are looking for more features on our members' cars. If you'd like your VW featured (go to www.clubvw.org.au and select the Media / Members Cars page) just write a short story and send it – with some nice photos – to Phil at editor@clubvw.org.au My son David's VW Superbug L is already there.

If we can't see your VW at a normal show or event at the moment, seeing your VW on the webpage is the next best thing.

So stay safe, go have your Covid vaccination, and look after your VW - I'm getting lots done on my two Beetles. I hope to see you again soon.

Steve Carter



Kanberra Kapitel report.

Greetings from the Nation's Capital,

Our Chapter president, Dot Bryan has had to step back from official duties for the time being, as her workload has increased significantly lately and she is finding it hard to dedicate the time required to do her duties as president to the standard she sets herself. Dot is currently working on the COVID19 Vaccine Rollout for the Federal Department of Health, with her portfolio of providers to manage increased by 300% without additional staff to assist her team. As you can appreciate, the important job Dot is charged with has to take precedence in these times, as those in aged care, disability, construction and food distribution rely on her team to get the vaccine roll out facilitated.

As such, the remainder of the committee will keep the chapter rolling along in her absence and try to keep up the standard Dot works to. I'll coordinate the effort; however it will be a team effort as we all find ourselves quite busy during these unprecedented times.

Here in Canberra, we are not (yet) in lockdown and feel for our Club brothers and sisters in the Greater Sydney area that unfortunately are. I'm sure there are many of you itching to get out in your VeeDubs and socialise with other enthusiasts once again. Although our movement and ability to gather is not currently restricted, the cold weather is doing its bit to keep many of us inside anyway. With recent temperatures getting as low as -6 degrees, the motivation to get out in the great outdoors is somewhat lacking. In addition to the cold, we have been experiencing a rather wet winter, with many plans being quashed thanks to wet weather. Chapter members have had a few coffee meet-ups (usually on a Sunday); however numbers have been low.

Like many other VW enthusiasts, many of us had plans to be attending the Volkswagen Spectacular in Macksville. Of course COVID19 had other ideas and the second postponement of this event was enacted. Let's hope the plans for the new dates can be realised and we all get together then. We also had members intending to attend the Old Bar event, whose organising committee has also just announced a postponement of this event. All I can say is hang in there - hopefully we'll be through all this soon and our lives can return to some sense of normality.

Planning is underway for the ACT German Auto Day (GAD) for Sunday 26 Sep 21. At this stage it is still on; however the organising committee are meeting in the next week or so to discuss the options in front of us. We hope we can proceed; however we do have to adhere to any decisions on large gatherings the ACT government and Queanbeyan local council may bring down. We will get a message out via



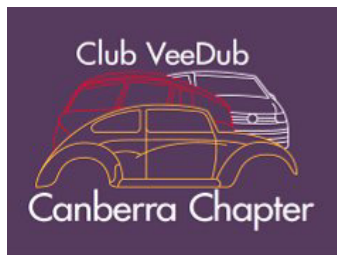
our social media pages and email as soon as we have any information to pass on - keep an eye on our Facebook pages for regular updates.

Another of our annual events, Cookies Fish and Chip Run to Batemans Bay is planned for Sunday 19 Sep 21. This annual event is proudly sponsored by Dave Cook from Cookies Cycles, where we drive in convoy down the Clyde Mountain, meet members from Southcoast Dubbers and drive on to Batehaven for a Fish and Chip lunch at Rotary Park. Once again, we will post regular updates as they come to hand on our Facebook pages.

There will most likely be more ad-hoc coffee meets in coming weeks, so once again, keep an eye on the Facebook pages for any of these activities. Remember to click on the Events tab, as sometimes the notices are placed on there and don't show on your regular feed.

Stay warm, stay safe and stay well. Hope to see you all out in our VeeDubs soon.

Willie.



Klub Kalender.

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

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

August.

Monday 2nd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 12th:- Committee Meeting and magazine pack
*** CANCELLED DUE TO SYDNEY COVID LOCKDOWN ***

Sunday 15th: Shannons Sydney Classic 2019 at Sydney Motorsport Park, Eastern Creek. *** POSTPONED DUE TO SYDNEY COVID LOCKDOWN. NEW DATE TO BE ADVISED ***

Thursday 19th:- CLUB VW MONTHLY MEETING ***
CANCELLED DUE TO SYDNEY COVID LOCKDOWN ***

Sunday 29th:- Split-window Kombi Winter European Cruise *** CANCELLED DUE TO SYDNEY COVID LOCKDOWN ***

September.

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

We'd like to see your VOLKSWAGEN!



With covid lockdown stopping meetings and events for who knows how long, it's now a good time to display your Volkswagen on our webpage!

Go to www.clubvw.org.au and click on the **Media / Members cars** tag above.

If you'd like to see your VW featured here, it's easy—just write a short story

about your VW—where you found it, what you've done to it, how you fixed it up or restored it, what's special about it—and why you love it.

Just email your story to editor@clubvw.org.au

Don't forget to attach some nice JPG photos of your VW !

Monday 6th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

October.

Saturday 2nd & Sunday 3rd:- VW Warwick Drags 2021. CANCELLED due to track work.

Monday 4th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

Sunday 10th:- East Hills Charity Car Show at Kelso Oval, Panania (rescheduled). 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. 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 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.

Saturday 30th – Sunday 31st:- VW Spectacular 2021 at Macksville. NEW DATES. These are the main activity days but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant convoy and street parade at Nambucca Heads; Swap meet and markets; fund-raising charity dinner and auction. Sunday car show at Macksville (NOTE NEW VENUE) with Top 10 Shootout, swap meet, traders. Fun VW activities all week! Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her at vwspectacular@gmail.com Visit the website www.volkswagenspectacular.com for more info and the essential booking form.

November.

Monday 1st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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 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.

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:- Custom 1956 Oval beetle. I've owned this oval 56 bug for 16 years and driven many miles - it was even featured in Club VeeDub's Zeitschrift in March 2007. It's been very reliable. It was body off restoration back in 1989. It has





1915cc engine that was built by Vintage Vee-Dub Campsie Sydney with twin Dellortos. It's done 10.5 sec on 1/8 th mile. A few trips I've done along GREAT Ocean Road Vic, driven a couple of times to Warwick QLD, Canberra, Gunnedah NSW trips, Hervey Bay QLD. Genuin Porsche dials. Full NSW rego till Aug. Car is in Newcastle. Contact Rose on 0427 550203.



For Sale:- 1968 VW Country Buggy. On Club rego, old restoration with paintwork, good condition, new tyres, 6v. Car located in Merimbula on the south coast of NSW. Price \$20,000. Phone Dick on 0409 807709.

For Sale:- Our dealership has a **2008 Volkswagen New Beetle** for sale which might interest your members. This VW just



been traded in excellent condition both inside and out. Anniversary Edition White, 6 Speed Tiptronic Hatchback with black trim. 1.6-litre petrol motor. 151,000 on the clock. It is a spacious 3-door hatchback. This car is perfect for any buyer looking for a comfortable, reliable, stylish and affordable vehicle. Features include dual front airbag package, anti-lock braking, air conditioning, central locking remote control, Electronic Brake Force Distribution, head air bags, engine immobiliser, power mirrors, power steering, power windows, radio-CD with 6 speakers, side front airbags, sports seats, sports suspension, all the power options and much more! Also comes with logbooks. Come in for a test drive today! Selective Autos Homebush, call us on 02 9764 6666.

2nd Month ads.



For Sale:- 1998 Golf Mk3.5 Cabriolet. Needs some TLC but is registered and in good working condition. Only 150,000 km and has been garaged so presents well. A great thing to drive with superb fuel economy and surprising performance. For all enquiries and more photos please email Warren at wsaxelby@bigpond.com



Wanted:- The **owner's contact details** for this VW Beetle at the VW Nationals. Hi I'm Craig Hughes, editor of VWMA magazine. I am interested in talking to the owner of this VW, but I don't know who the owner is. It did not have a show entry form, and its Historic Plates 08732J are not registered with Club Veedub. Can you help? Do you know the owner of this car? If so, please contact me on 0419 735596 or email editor@vwma.net.au Thank you!

Trades and services directory.

Trades and services directory.

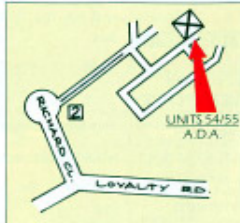
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AUSTRALIAN VW DUB PERFORMANCE Centre

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

vwperformance.com.au

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

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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State: Postcode:

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Phone: (BH)

(AH)

(Mob)

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

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

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

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Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at www.clubvw.org.au or email Raymond at sales@clubvw.org.au for more information.

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Enquiries
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carlmoll@iinet.net.au
0417 471 137

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Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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Off-road Amarok W580 coming.

Volkswagen Australia is working on an off-road version of the Amarok W580 to take on the likes of the Ford Ranger Raptor and Nissan Navara Warrior.

The first, road-based edition of the Volkswagen Amarok TDI V6 W580 has only just begun arriving in showrooms. The first 50 or so cars have already been delivered and about one-third of the vehicles scheduled for this year's production have customer names on them.

Buoyed by this success, Volkswagen Australia is now planning on a dedicated off-road version, likely to be released early next year once development work is completed by performance-car partner, the Melbourne-based Walkinshaw Automotive Group, the former parent company of Holden Special Vehicles.

"When we initially discussed this concept with Walkinshaw, we came up with two concepts ... and we decided to go down this (road-focused) path to start with, and then introduce an off-road model at a later date," said Volkswagen Australia director of commercial vehicles, Ryan Davies.

"We plan to create a vehicle that's just as special as the W580 is but in an off-road configuration. If it gets the go-ahead we hope to have that model in showrooms in the first quarter of next year (early 2022)."

Price and specifications for the off-road version of the Volkswagen Amarok TDV6 W580 are yet to be revealed, however it's understood the model will undergo upgrades to the suspension, wheels and tyres, while also picking-up tougher-looking bodywork.

"It will look different and have different modifications than the W580," said Mr Davies. "It will have some of the elements of the W580, but if it's going to stand up as an off-road variant, it's going to have a more rugged look and capability."

The Amarok W580 was made possible after Volkswagen Australia formed a partnership with Melbourne-based Walkinshaw Automotive Group, the former parent company of Holden Special Vehicles, which did the local engineering development.

If such a model were to be introduced, the off-road

version of the W580 would be sold alongside the on-road version, rather than replacing it.

"We've had huge interest (in an off-road version), especially from the Queensland Volkswagen dealer network," said Mr Davies. "They want an off-road version, so we know there is demand there."

As with the just-released road-based version of the Volkswagen Amarok W580, there will be no extra power from the 3.0-litre turbo diesel V6 because of the exorbitant cost of a new round of testing for fuel economy and emissions so late in the model cycle.

This generation of the Volkswagen Amarok has about two years left to run before it becomes a twin under the skin to the next generation Ford Ranger.

As it stands, the current Volkswagen Amarok TDV6 W580 already has the most power and torque of any diesel ute in its class, with an output of 200 kW on overboost and most of its 580 Nm reserve of torque available across much of the rev range.

Paired to an eight-speed auto, the Volkswagen Amarok TDV6 can do the 0-100 km/h dash in an as-tested 7.8 seconds, the fastest in the segment and about two seconds quicker than the current crop of diesel double cabs.

Volkswagen Australia says it is too early to disclose any details about the next-generation Amarok which will be based on the next-generation Ford Ranger ute.

However, Mr Davies repeated earlier comments that the vehicle would have "Volkswagen DNA" despite being co-developed with Ford.

Volkswagen Germany has sent more than a dozen engineers and designers to work with Ford in Melbourne on the next generation Amarok, which is due in local showrooms in early 2023.

Polo and T-Roc facelifts.

The 2022 Volkswagen Polo and 2022 T-Roc will both receive mid-life facelifts in Australia in the second half of next year.

Volkswagen Australia has confirmed mid-life updates for the Polo light car and T-Roc small SUV, which are expected to go on sale in Australia in the second half of 2022 - including the flagship, high-performance R version of the latter.

That represents a 12 to 18-month wait beyond when they're slated to go on sale in Europe, in the second or third quarter of 2021 (April to September inclusive) for the Polo, and the fourth quarter of 2021 (October to December



inclusive) for the T-Roc.

By the time the facelifted models arrive, the current gen Polo will be approaching the start of its fifth year on sale, while the T-Roc will have been in Australian showrooms for around one and a half years - though the latter has been on sale in Europe since late 2017.

First spied testing in January 2021, the updated Volkswagen Polo is expected to concentrate its changes around its exterior, with a new front bumper with a slimmer grille and LED headlights inspired by the latest Golf hatch.



Towards the rear, wider LED tail-lights (with elements flowing into the tailgate) are expected to be joined by a restyled lower bumper and new alloy wheel designs.

While photos have yet to be captured of the facelifted city car's cabin, it's expected changes could be limited to new infotainment software and a touch-based climate control panel on higher grades.

Powertrains are expected to carry over unchanged, comprising 70 kW/170 Nm and 85 kW/200 Nm 1.0-litre turbo three-cylinders, and the 147 kW/320 Nm 2.0-litre turbo four-cylinder in the sporty GTI.

Less information is known about the facelifted Volkswagen T-Roc. However we can expect a similar number of mid-life changes to the SUV's exterior, interior and technology as the aforementioned Polo.

While prototypes have yet to be spied testing, it's almost certain there will be changes to the T-Roc's front and rear bumpers, with the potential for it to gain Golf-inspired headlights similar to those fitted to the facelifted Tiguan and upcoming Polo.

Inside - if the Tiguan is any guide - expect touch-based climate controls on flagship models and an updated infotainment system.

Like the Polo, the engine line-up is expected to undergo few changes, with the 110 kW/250 Nm 1.4-litre



turbo petrol and 140 kW/320 Nm 2.0-litre turbo petrol likely to carry over.

The arrival of the facelifted T-Roc in the second half of 2022 will see a new performance-focused R model join the range, powered by a 221 kW/400 Nm 2.0-litre turbo four-cylinder, paired to a seven-speed dual-clutch auto and all-wheel-drive.

In its current guise, the T-Roc R can sprint from zero to 100km/h in a claimed 4.9 seconds - though it remains to be seen whether the hot SUV gains a power or performance boost as part of the facelift, to bring it closer to the 235 kW/420 Nm Golf 8 R hatch.

The 2022 Volkswagen T-Roc is expected to be unveiled within the next six months, ahead of its local launch in the second half of 2022.

Tiguan Allspace facelift.

The upcoming 2022 Volkswagen Tiguan Allspace facelift has leaked online, ahead of its Australian launch in the first quarter of 2022.

Images show the updated Volkswagen seven-seat SUV in full, revealing it will benefit from similar styling changes to those applied to the five-seat Tiguan earlier in 2021.

Up front, new Golf-inspired headlights, grille and intakes bring the long-wheelbase Allspace into line with its short-wheelbase twin, with the lower bumper design varying between standard and sport-themed R-Line variants.



At the rear, revised LED tail-light signatures sit on either side of a 'TIGUAN L' badge - the name for the Tiguan Allspace in China, with the L signifying its longer wheelbase - and are joined by reshaped lower bumper styles.

While the interior isn't pictured in the images, it's expected the cabin will mirror that of the facelifted five-seat Tiguan, with a new steering wheel, new touch-based climate controls, a large infotainment screen with wireless smartphone mirroring, and an available digital instrument cluster on flagship grades.

Under the bonnet, the current Tiguan Allspace's engine line-up is expected to carry over all but unchanged, with the existing range of 110TSI front-wheel-drive petrol, 132TSI all-wheel-drive petrol, 140TDI all-wheel-drive diesel, and 162TSI all-wheel-drive petrol likely to carry over in some form.

It's possible the 140TDI option could be swapped for the new-generation 147TDI diesel engine offered with the updated five-seat model, however such a change has yet to be

confirmed.

Expect to see the facelifted 2022 Volkswagen Tiguan Allspace revealed in full within the coming months.

Volkswagen Australia has confirmed the model is slated to go on sale in the first quarter of 2022 (January to March inclusive), following its European, American and Chinese launch in the third quarter of 2021 (July to September inclusive).

Transit/Transporter for 2023.

The the next-generation Ford Transit and twin-under-the-skin Volkswagen Transporter will be offered with all-electric powertrain options, both manufacturers have confirmed.

Set to go into production in Turkey during the first half of 2023, the upcoming mechanically-identical commercial vans will also be available with hybrid and traditional internal combustion engines.



Earlier this year, Ford claimed its entire commercial line-up would have electrified powertrain options (plug-in hybrid or all-electric) by 2024.

Volkswagen is yet to make such a promise for its commercial range, however has been shifting its focus to electrification brand-wide for some time now.

A spokesperson for Ford in Australia said, "While we have no local plans for the vehicle to share today, we always look to the best of our global portfolio for vehicles that suit the emerging needs of Australian customers. We are pleased with how Australians are embracing [the existing] Transit van."

Meanwhile, a spokesperson for Volkswagen in Australia said, " We are only too eager to import electric vehicles, but Australia's regulatory backwardness makes it almost impossible to make a case to the factories for prioritisation.

"First world markets, where there are significant penalties for failing to meet emissions targets, will naturally be the first in line for zero emission vehicles.

"It is difficult to explain to parent companies that Australia continues to languish in Euro 5 with no intention of meeting Euro 6 until 2027. Meanwhile, Europe moved to Euro 6d this year and will be at Euro 7 as early as 2025. As the Volkswagen Group has frequently made clear, Australia is

becoming an automotive third world."

The widely-scoped Ford-Volkswagen alliance is also set to deliver a shared platform for the Amarok and Ranger dual-cab utes, both of which are slated for launch in 2023.

An all-electric Ford - underpinned by Volkswagen's modular MEB platform - has also been confirmed, with initial reports suggesting this model would also launch in 2023.

VW investigated for stock fraud.

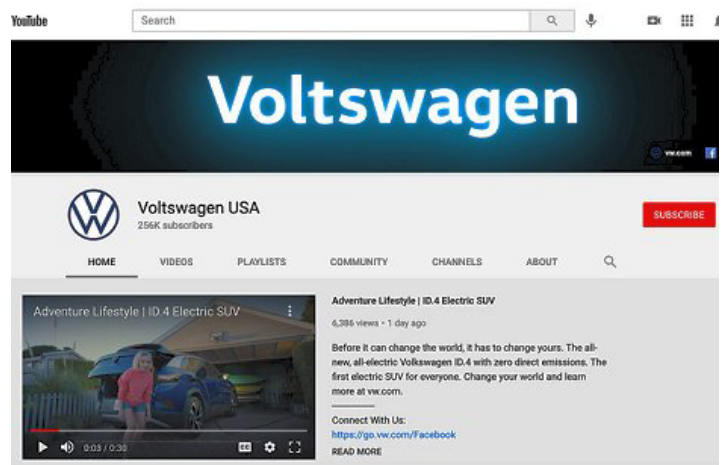
The United States Securities and Exchange Commission (SEC) is currently investigating Volkswagen in the USA for stock fraud, following VWoA's earlier controversial name-change 'prank,' according to a new report from Reuters.

On 29 March 2021, the German automotive conglomerate announced via an official press release it was changing its name to 'Volkswagen' in the US, as part of a wider bid highlighting the shift towards electrification.

Representatives confirmed the bizarre move and explicitly told media outlets (including Reuters, The Wall Street Journal, CNBC, The Independent and USA Today) the announcement was not a marketing stunt, going to far as to provide fake quotes from US CEO Scott Keogh.

None of the American news outlets seemed to notice that it was three days before 1 April - April Fools Day - and was actually just a corporate joke that broke a few days early.

A spokesperson for Volkswagen Australia even got caught up in the hoax and repeatedly assured local news publishers that the name-change was going ahead across the pond, but noted: "[The decision to rebrand] is purely a US gambit."



The joke soon fell flat less than a day later, with VWoA releasing an embarrassing statement explaining the joke. The problem was that in the wake of the 'news,' Volkswagen's stock price spiked more than 10 per cent, from 218.85 Euro (AU\$340) to 246.55 (AU\$390). However, since the hoax was rumbled, shares have fallen back to 216.70 (AU\$335).

The US Security Exchange Commission was approached for comment when the story broke earlier this year. A spokesperson at the time said: "[We] do not have statements or comments at this time."



ID.4 GTX.

The Volkswagen ID.4 GTX has been officially revealed, ahead of its European launch later this year.

A high-performance version of Volkswagen's first electric SUV, the flagship ID.4 is the first in a line of hot GTX-badged ID electric vehicles, offering more power, tweaked styling and sporty interior detailing.

Powering the performance SUV is a 77 kWh lithium-ion battery, sending power to two electric motors for a combined power output of 220 kW.

That's 7 kW more than the outgoing Volkswagen Golf R in Australia, though it falls short of the 235 kW outputted by the new-generation Mk8 model due locally in 2022.

All-wheel-drive enables a 6.2-second sprint from 0-100 km/h - matching the new Golf GTI hot hatch on pace, and coming in 2.3 seconds quicker than rear-drive, 150 kW ID.4 variants.

Top speed is increased from 160km/h to 180km/h, thanks to a revised electronic limiter.

The addition of front-axle traction drops the claimed driving range on Europe's WLTP cycle from 520 km to 480 km. 125 kW DC fast charging allows 300 km of range to be added to the battery in 30 minutes.

20-inch alloy wheels fill the arches as standard, with buyers able to upgrade to 21-inch units hiding larger performance brakes up front (though drum brakes are retained at the rear).

Optioning the Sports package lowers the ride height by 15 mm and adds both stiffer sports suspension and progressive steering, while the Sports Plus pack adds adaptive dampers and unlocks up to five drive modes: Eco, Comfort, Sport, Individual and Traction.

On the styling front, visual changes versus the regular ID.4 include a revised front bumper with honeycomb grille inserts and tri-dot LED fog lights, plus body-coloured side skirts, a black roof and rear spoiler, new rear bumper, and GTX badging.

Matrix LED headlights are standard, as is a full-width, 3D-effect LED tail-light bar.

Inside, front passengers enjoy a set of GTX-embossed sports seats with red contrast stitching, along with a 'X-Blue' leatherette dashboard, flat-bottomed steering wheel (with GTX badging), and piano black trim.

Available features either fitted as standard or as an option include a 30.5-cm infotainment touchscreen, a heated steering wheel, 30-colour

ambient LED lighting, and an augmented-reality head-up display.

The 2021 Volkswagen ID.4 GTX will go on sale in Europe early in the second half of 2021, priced from 50,415 Euro (AU\$78,500) in Germany - just under 6000 Euro (AU\$9300) more than the current most affordable 77 kWh rear-drive ID.4.

Don't expect to see the hot crossover on Australian shores, with our lagging emissions regulations and charging infrastructure and VW Germany's sales priorities elsewhere pushing the ID.4's local arrival out to 2023 and beyond.

VW ID.6 revealed.

The Volkswagen ID.6 electric SUV has been unveiled at the 2021 Shanghai Motor Show.

The third member of Volkswagen's burgeoning ID electric vehicle family, the six- or seven-seat ID.6 will be sold exclusively in the Chinese market, where it will be offered in two guises, each built as part of a different Volkswagen joint venture: the ID.6 X (built by SAIC, owners of MG and LDV and formerly known as Shanghai Volkswagen) and ID.6 Crozz (manufactured by FAW).

Underpinned by VW's MEB modular electric platform, the ID.6 measures 4876 mm long, 1848 mm wide and 1680 mm high, riding on a 2965 mm wheelbase - just 9 mm wider and 13 mm taller than the seven-seat Volkswagen Tiguan Allspace, but a not-insignificant 175 mm longer in both overall length and wheelbase.

Versus the ID.4 mid-size SUV unveiled in September 2020, the China-only crossover is on par in width, and stands 50 mm taller, but is a staggering 301 mm longer in overall length and 200 mm longer in wheelbase - the latter pair of dimensional increases applied to accommodate the third row of seats.

Boot space in any configuration isn't claimed, however. Six- or seven-seat layouts are available, the former likely thanks to second-row captain's chairs.

Chinese buyers will have a choice of three electric motor options and two battery sizes, mirroring choices offered by the ID.4 (and its upcoming GTX performance variant) in Europe and/or China.

Entry-level variants pack a 132 kW/220 Nm rear-mounted electric motor good for a 9.3-second 0-100 km/h time, mid-spec models extract 150 kW/310 Nm from the e-motor for a 9.1-second benchmark sprint, while the flagship,



dual-motor all-wheel drive variant develops 225 kW, and can cover the 0-100 km/h dash in 6.6 seconds.

Battery sizes range from 58 kWh to 77 kWh (net), said to be capable of driving ranges on China's (and Australia's) NEDC test cycle of 436 km and 588 km respectively. Figures on Europe's stricter WLTP protocol haven't been announced, as the vehicle won't be sold on the Continent.

Both models claim electronically-limited top speeds of 160 km/h and send drive through a single-speed transmission, with unladen weight for an unspecified variant rated at 2280 kg.

On the styling front, the ID.6 draws inspiration from the I.D. Roomzz concept of 2019, with large LED headlights up front connected by an LED daytime-running light strip (an ID model design trait), flush-faced door handles, pronounced rear wheel arches, and full-width LED tail-lights with red rear VW badges.

Differences between X and Crozz models comprise different LED headlight signatures, lower front and rear bumper designs, tail-light shapes and signatures, and rear tailgate designs (including the positioning of the licence plate).

Alloy wheels between 19 and 21 inches in diameter fill the arches.

Those familiar with the ID.4's cabin will find few surprises inside the ID.6, with a 30.5-cm tablet-style infotainment touchscreen in the centre of the dashboard, and a freestanding 13.5-cm digital instrument display in front of the driver.

The buttons below the touchscreen all employ capacitive touch sensitivity, while the images show a panoramic sunroof, leather seats, and a Harman Kardon premium sound system will be available on certain variants.

The 2021 Volkswagen ID.6 will go on sale in China in the coming months, as part of Volkswagen's plans to offer eight ID electric models in the nation by 2023 - the first four fulfilled by X and Crozz versions of the ID.4 and ID.6 combined.

Despite the German licence plates seen in many of the official images, the ID.6 won't be offered outside of the Chinese market - though previous overseas rumours have suggested a US launch could be on the cards.

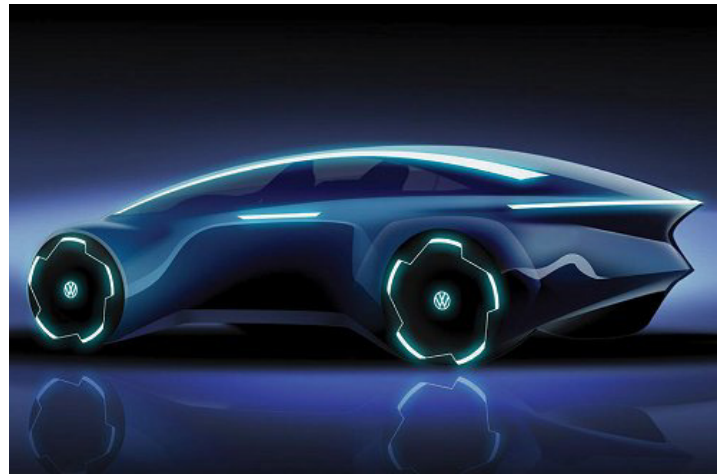
As for the smaller Zwickau-Mosel-made ID.3 and ID.4, an Australian launch isn't expected any earlier than 2023.

VW Trinity.

Volkswagen has confirmed it is working on a breakthrough new electric sedan due to launch in 2026, known as the Project Trinity.

While specific details remain thin on the ground - particularly given the vehicle isn't slated to launch for five years - Volkswagen promises the Trinity (a codename, with the final production moniker yet to be decided) will set "new standards in terms of range... and digitisation", and will charge "as fast as refuelling".

Riding on Volkswagen's all-new Scalable Systems Platform - derived from the current MEB electric platform, but with new electronics and software systems under the skin - the Trinity will offer Level Two+ semi-autonomous driving



from the outset, with fully-autonomous Level Four capabilities to be switched on over-the-air by 2030, according to Volkswagen passenger cars CEO Ralf Brandstätter.

Those autonomous functionalities will make the Trinity a "time machine [for customers]", according to Brandstätter, with data from Volkswagen's current and future vehicle fleet to build an artificial intelligence-based neural network that will make the Level Two to Four systems available to "many people".

The new vehicle will debut an overhauled new-car business model for Volkswagen, which will see "considerably fewer variants" offered and all hardware features standardised across the range - a method adopted most prominently by EV specialist Tesla.

Instead, features previously available as options - such as increased DC charging capabilities or autonomous functions - will instead be locked behind software, with owners able to unlock functions "on-demand" by paying a set monthly or one-time fee via the car's "digital ecosystem" (read: infotainment system).

Trinity production will take place at Volkswagen's home plant in Wolfsburg, Germany, with new production processes and technologies to be used that centre around "digitalisation, automation and lightweight [vehicle] construction."

The word 'Trinity' comes from the Latin, *trinus*, meaning triple. It means a unit formed of three people or things - especially in Christian theology with reference to the three divine persons, the Father the Son and the Holy Ghost. In this case, it seems to refer to the proposed new standards for the car's range, digitisation and charging.

Project Trinity is probably more famous as the name of the first ever nuclear explosion, conducted on the Alamogordo Bombing Range in New Mexico in July 1945. It was a test of the more complex plutonium 'Fat Man' bomb design that would soon be used on Nagasaki. The successful explosion was equal to 22 kilotons of TNT (a calibration explosion of 100 tons of TNT was carried out eight weeks earlier). The 'Little Boy' uranium bomb design used on Hiroshima was not considered for a test; designers were sure it would work as designed.

While pricing details have yet to be indicated, Brandstätter's claim the 2026 Volkswagen Project Trinity will "launch new technology in large volumes for the mainstream market" indicates it will be a flagship in terms of technology, but not on price.



It was designed by Curtis Brubaker and was dubbed the 'world's first Minivan,' even though it didn't appear until 1972. Volkswagen, and the US makers, had of course made minivans long before - but perhaps not quite so futuristic and funky-looking.

The whole body was designed to bolt directly to an unmodified Volkswagen Beetle chassis. Due to the extended length of the body compared to that of a standard VW, the foot pedal assembly was relocated forward and up from the standard position. The fuel tank was moved from the front to the centre of the vehicle for increased safety .

The fiberglass body was made from 13 inner and outer panels, including a floor panel, riveted and bonded together. Front seats from a Ford were fitted and a lounge-type seat was created for the rear. A footstool/cushion was added above the

fuel tank to add to the rear seating.

Brubaker Box.

There are literally hundreds of different fibreglass bodies people have designed over the years for the humble Beetle floor pan.

Some good, some bad.

For me, the original metal Beetle body is perfection personified and I don't know why anyone would ever want to replace it with a fibreglass one.

Because the Volkswagen Beetle floor pan can nearly be driven around without the body on, that makes it a perfect blank canvas for people with a bit of imagination. Also when it comes to fibreglass/reinforced plastic, your imagination is your only limit.

So if you put the two together, I can kind of see why some people might go down that track.

I have driven quite a few fibreglass kit cars over the years and they are scary, horrible and dangerous.

Every time I drive them, I don't feel very safe and I get scared that maybe I might die in some sort of terrible accident.

Fibreglass has no impact or load bearing strength and it hates clean water, ultraviolet light and it flexes all over the place whilst driving.

It's not exactly material that you want your car to be made out of.

But just think for a minute, if you didn't really care if you lived or died and you want to look really cool, then maybe a fibreglass kit car is for you.

The Manx, Coyote, Puma, Bradley, Purvis Eureka and the 550 are everyone's favourites, but mine is easily the Brubaker Box.



A single sliding door on the right (US kerb-)side was the only entrance. The radio and switches were in the driver's side panel. Shock absorbing bumpers of composite construction were designed to look like curved wood. The spare wheel was mounted to absorb frontal crash energy. For sunny days a large removable panel was positioned in the centre of the roof panel.

The front windshield was from an AMC Hornet, tail lights came from a Datsun Truck and various other parts from a Chevrolet El Camino.



Technically the Brubaker Box was not a kit car, but a production vehicle. Only three original Brubaker Boxes were built, one of which became the Roamer, on the TV show Ark II. Approximately 25 additional boxes were built by Mike Hansen's AutoMecca, before production ceased in 1979.

As far as we know, none ever came to Australia, so it's rarer than almost any Volkswagen you can imagine.

Myself, being a product of the seventies, I would easily drive around in one and never worry about how unsafe it was.

That's why fibreglass bodied Volkswagens will always remain popular and will never lose their coolness, especially at the beach or on the sand dunes.

Ashley Day.

Going to the end of the line.

If you want to make some of your Volkswagen and Porsche parts to go up in value... then throw them away.

Nobody really has space for parts that don't sell, so unfortunately, they have to be thrown away, recycled or incinerated.

Even if you do have the space, having these parts lying around looks unprofessional and messy.

Nobody ever wants those parts until they are thrown away.

You can pretty much guarantee that the next day, someone's going to want some of that stuff.

I have even driven back to the same rubbish tip, the next day, just to grab something for someone.

Over time, you can feel a bit like kicking yourself, but there's really no point crying about it, is there?

Once, I threw away ten 911 left hand drive dash sections because nobody would ever buy them – and now



they are worth \$1000 each.

Also, I remember throwing many Kombi Microbus middle seats straight into the skip bin, because they took up too much space. Now look how much they cost to buy nowadays.

Even still, not even I have the space to hang on to everything forever, so stale or unwanted parts have to go.

Otherwise I could end up buried in junky old car parts and have no space to do any proper work.

If you have space to hang on to unwanted stuff for twenty or thirty years until people want it, then go ahead, but if you factor the cost of storage, it's not worth it.

Maybe just be a bit more careful about the stuff you throw away.

It's very easy to get caught up in a cleaning frenzy.

Once you start you can start throwing out everything in sight, if you're not careful.



So be careful and selective about what you might throw away and you'll have no regrets about it later on.

To be honest, most of it is rubbish and it's only a small minority of the stuff that becomes sort after by people later.

The question is, do you want to be like one of those hoarder people we see on TV? Too scared to chuck anything away?

Trust me, it's very easy to go down that road and I do struggle with it sometimes.

Ashley Day.



Touareg V8 TDI.

You could cross the Sahara in a Volkswagen Touareg. No, seriously, I know... I've done it - there's even video proof if you don't believe me. That was a couple of years ago and that adventure was in the V6 diesel version of VW's large SUV. Now the new V8 diesel is here; it's called the V8 TDI R-Line. I didn't take it off-road - we know it can do that. No, the challenge was much tougher this time - it became our family car for a week, in the urban jungle of Sydney.

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

The V8 TDI R-Line (you'll also see it called the 310TDI, too) is the king of the Volkswagen Touareg castle, the mothership of the fleet and also the most expensive at \$136,490 plus on-road costs.

That's about \$55k more than the entry Touareg, which makes it sound overpriced, but it's not - not when you consider the V8 TDI R-Line shares so much with the \$340,000 Bentley Bentayga, which is overpriced and has way less standard features and advanced safety tech than the Volkswagen.

Let's talk about those standard features. For starters, the V8 TDI R-Line is fitted with two big packs.

There's the Innovision Package which brings the giant 38.1-cm media display, 31.2-cm digital instrument cluster, head-up display and 30-colour ambient lighting.

Then there's the Sound & Comfort Package which adds surround-view cameras, electric steering wheel adjustment, 18-way power front seats, heated front seats and outboard rear seats, four-zone climate control and a 14-speaker Dynaudio sound system.

The V8 TDI also comes with sat-nav, Apple CarPlay and Android Auto, R-Line Soul Black Savona leather upholstery, privacy glass, LED headlights and an auto tailgate with gesture control.

Those 21-inch wheels are standard, too, and so is air suspension, drive modes and of course all-wheel drive.

Then there's the night vision - also standard.

As far as options go, there are only a couple for the V8 TDI R-Line: a panoramic sunroof (\$3000), which was fitted to our car, and metallic or pearl-effect paint (\$2100). Our test car had the standard white paint.

Is there anything interesting about its design?

I always want to give Volkswagens a friendly punch in the shoulder and tell them to lighten up - they always look so serious, but also sporty, refined and they're probably really organised and have done their Christmas shopping already, even for next year.

The Touareg's size means the seriousness borders on menacing - it's not a small SUV at 4878 mm end-to-end, 1984 mm wide and 1686 mm tall. That's not all that giant either, but the wide body with the relatively low height makes it

look planted and athletic. That bonnet is so flat and broad you could play table tennis on it.

The R-Line body kit adds to the beefy, serious and sporty appearance with tough-looking front and rear bumpers.

Inside, the R-line treatment extends to the steel scuff plates, sports steering wheel and embroidered R-line logos in the leather seats.

I was stunned when I saw the cabin for the first time two years ago with its expansive screens and minimalist design. Even now I think it's one of the most modern and aesthetically pleasing interiors on the market.

It's a premium setting made more so by the 'Silver Wave' metallic trim highlights to the dash and doors.

Oh, and Volkswagen fans will notice that this latest Touareg also has the new VW logo on the grille and tailgate.

How practical is the space inside?

Up there with Area 51 and Big Foot is the mystery as to why the Touareg doesn't have a third row of seats or even the possibility to option one.

So, it's a case of: yeah, nah, the Touareg doesn't have seven seats, only five of them, which is bonkers because there's plenty of room. If you're looking for a seven-seat SUV and you want it to be a Volkswagen, then the only choice is the Tiguan Allspace, which a great SUV but a much smaller





one than the Touareg. The Americans can buy the VW Atlas, but being LHD only it can't be sold here.

If you really need seven seats and lots of space, there's the Volkswagen Multivan, which is what I'd get if I had an army of kids.

But for a little family like mine which has just one child, the Touareg felt like we were sitting in an empty stadium. If you have three kids (and I bow in respect to your next-level parenting skills), then it'll feel like a full house and friends looking for lifts will have to look elsewhere.

That said, legroom in the second row for adults is outrageously good, and even at 191cm tall, I can sit back there like I'm lounging in a limo.

The second row slides to expand the size of the boot to a maximum volume of 810 litres, and - I've tried taking a picture of it but you might not be able to make it out - there are buttons which raise and lower the load height using the vehicle's air suspension system.



Cabin storage is excellent with large door pockets, a big centre console box and four cup holders (two up front and two in the back).

For charging devices, the second row has the two Type C USB ports which made my son happy because he could play on my iPhone while it charged (don't judge me), while up front there's a Type A and B port along with a 12V outlet and a wireless phone charger. Another 12V outlet can be found in the boot.

From a parent's point of view, those large rear doors make helping children into and out of their car seats easy, while the entry height is low enough for a five-year-old to climb in on their own.

What are the key stats for the engine and transmission?

The V8 TDI R-Line has a 4.0-litre eight-cylinder turbo-diesel engine making 310 kW and an earthmoving 900 Nm.

This is the same twin-turbo V8 found in the muzzle of the Audi Q7/Q8, Porsche Cayenne and Bentley Bentayga, and can throw the Touareg from 0 to 100 km/h in 4.9 seconds. That's a tenth of a second less than a Golf R - from a 2.4-tonne large SUV.

Shifting gears seamlessly is a ZF eight-speed automatic.

Naturally, the Touareg is all-wheel drive, using VW's 4Motion system, and all have a braked towing capacity of 3500 kg.

What's it like to drive?

There will come a day when big V8s making colossal torque will be outlawed, I'm sure of that. So, whenever a beast like this comes my way, I savour the experience knowing that it won't be around for ever. Think about this if you're weighing up the V8 with the V6.

Remember, the numbers are big: 310kW and 900 Nm from a twin-turbo diesel V8. The same engine in that's in the Porsche Cayenne and Bentley Bentayga.



And it's bloody near-perfect. The V8 is not a hyperactive, hard to control, pit-bull-dragging-its-owner-on-a-leash engine. It's a smooth, always under-your-foot force field ready to nudge you closer into a parking spot or throw you towards the horizon with sledgehammer oomph if needed. There's a slight lag sometimes as the turbo wakes up, but that's nothing major.

Smooth is the word for the steering, too, and also for that eight-speed transmission.

Yes, the Touareg is large, but some fun country road corners proved it to be dynamic with good handling and excellent body control for something this size.

For the most part, I rode it like an elephant around our suburb, happy knowing that there was 900 Nm curled up inside it, but not having to use it unless I wanted to.

Yes, it's large but auto parking will nail parallel and perpendicular spots, and the manoeuvre braking and surround-view cameras provided great reassurance during the school drop offs.

Better yet, it's easy to drive and superbly comfortable on the air suspension despite the giant wheels.



How much fuel does it consume?

Volkswagen says that after a combination of open and urban roads, the V8 TDI R-Line should use 8.7 L/100 km of diesel. My fuel test took in 147.3 km of living with this Touareg every day doing ordinary stuff like the school drop-offs, shopping trips and motorways.

After starting with a full tank (90 litres), at the end of my time with the V8 TDI R-Line I filled up with 17.06 litres of diesel to bring it back to full. That's 11.6 L/100 km, which isn't bad considering how addicted I became to the 900 Nm of catapulting torque.

What safety equipment is fitted? What safety rating?

The V8 TDI R-Line has every piece of safety tech in the Touareg armoury. There's AEB which can detect pedestrians, front and rear cross-traffic alert, blind-spot monitoring with lane-keeping assistance, auto parking (both parallel and perpendicular) and adaptive cruise control.

The manoeuvre braking is excellent at low speeds, there are front and rear parking sensors, clever LED headlights, surround-view cameras and the night vision system.

For children, there are three top-tether anchor points which I used for our son's car seat, or two ISOFIX points across the second row.

Under the boot floor is a spare wheel which can be inflated with a small electric air compressor.

The Touareg scored the maximum five-star ANCAP rating for 2018.

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

The Touareg is covered by Volkswagen's five-year/unlimited-kilometre warranty. Servicing is recommended annually or every 15,000 km whichever comes first. A typical service costs upwards of \$400, with the four-year service being most expensive at more than \$1200. Volkswagen does have a three-year plan for \$1350 and a five-year plan for \$2500 - you'd be wise to pick one of those.

Verdict

The V8 TDI R-Line is the Touareg hamburger with the lot: all the comfort, safety, power and technology.

I think it's great value, too, considering there are closely related SUVs asking for way more money.

With VW's move to electricification for future models, this will be the last Volkswagen with a V8 engine. That really makes it a collector's item, so grab one before they sell out.

Richard Berry

50 years - Volkswagen Superbug.

Many people say that all Volkswagen Beetles look the same. The average person probably can't tell a 1955 model from a 1960, or a 1965, or even a 1970 model. Yes they do look very similar on the outside, but on the inside there have been thousands of changes, redesigns and improvements over the years. The last Beetles of the mid-1970s share almost no common parts with the early '50s cars.

Most of the changes were to meet the ever more strict safety and emissions laws, especially those in the USA; the United States was VW's largest export market in the air-cooled era. Improvements like sealed beam headlights, larger taillights, dual-circuit brakes, safety steering columns, seat belts, better seat mountings and squishy dash knobs were all US-law changes, while other improvements like 12-volts and front disc brakes were also well received in most VW export markets in the late 1960s.

Australian-built Beetles didn't see all of these improvements at the same time as Europe/US. The VW factory at Clayton in Melbourne was just a fraction of the size of the giant Wolfsburg factory, and could not afford to keep up with all the German changes. With full local manufacturing beginning from 1960, German improvements usually took a year or more to reach our shores. The Australian 1962½ model for example was a catch-up of many German changes over the previous 18 months. From 1965 the Germans moved to a new body shell with bigger windows, but our small factory could not afford the changes to all the production tooling - the old body shell continued on. Finally, we had to wait until the '1968 Revolution' fully imported model to catch up.

Gradual improvements are all very well, but by 1970 VW Germany realized that the ancient Beetle needed a major redesign to keep up with the ever-tightening US laws. The result, which first appeared in Germany in September 1970 as a 1971 model (and went on sale, locally assembled, from March 1971 in Australia) was the VW Superbug.

From the windscreen forward it was completely new. The old torsion bar front suspension was gone, replaced with a new MacPherson strut front axle with wishbones and stabilizer bar. The front track was 65 mm wider and the wheelbase was 20 mm longer than before. The front boot was almost twice as large, up from 140 to 260 litres, and the spare tyre now sat completely flat underneath the boot floor. The fuel tank was increased to 41.5 litres. The new front suspension gave the Superbug much improved handling over the old Beetle, as well as a shorter turning circle. The bonnet was longer and more curved, giving the Superbug a distinctive bulgy nose. The front mudguards were also reshaped to match the new front.

The rear was also improved by replacing the old swing axles with the Porsche-style semi-trailing links with double-joint axles from the Semi-Automatic Beetle. No other economy car of the time used such an expensive and sophisticated rear axle. Nowadays most people call this the 'IRS' rear end, but that is not strictly correct - ALL Volkswagens, even the old swing-axle models, have independent rear suspension. It is correctly called the 'double-joint' rear end.



European Superbugs came with a 32 kW (44 DIN hp) 1300cc engine as standard, and for Europe VW named the new car the 'VW 1302' (as it was an extension of the VW 1300 model). They were going to use '1301', but could not as Peugeot had dibs on model names ending in '01'. VW also built a version of the Superbug with a larger 37 kW (50 DIN hp) 1600cc engine, which in Europe was called the '1302S'. Neither the '1302' or '1302S' names were used for export markets outside of Europe.

For the USA the car was 1600cc only and named the Volkswagen Super Beetle (US-spec models still had front drum brakes!) For Australia, where it was assembled in Melbourne from German CKD kits with some local content, it was called the 'Superbug S'. Our models were powered only by the 1600cc twin port engine (60-bhp SAE). It was released for sale in March 1971, priced at \$2,390. The old torsion-bar swing axle 1300cc Beetle was still available as an alternative, and was \$300 cheaper. Even so, more Australian buyers chose the Superbug.

In 1972 there was an Australian production run of just 1,500 'Commemorative Edition' Superbugs, to celebrate the Beetle passing the Ford Model T's production record of just over 15 million units. These cars had red wall tyres, special carpets and a glovebox medallion. All Australian Superbugs now came with a VW Diagnosis socket in the engine compartment, although the expensive Siemens-built computer diagnostic machines that plugged into it were never installed in Australian VW dealers.

In 1973 the Superbug was redesigned with a new wraparound panoramic windscreen, some 42% bigger than before, positioned further forward. This was another change to meet new US safety laws. There was a completely new modern-style dashboard with separate speedo binnacle, foam



padding and covered in leatherette. All switches were now safety rocker switches, not the old 'pull outs'. The heating and ventilation system was improved. At the rear the new round 'elephants foot' taillights were much bigger and required reshaped rear mudguards.

In Europe this new model was called the VW 1303, 1303A or 1303LS, but again these names were not used outside of Europe. The Americans still knew it as the Super Beetle. In Australia it was called the 'Superbug L', and was priced from \$2,940. The old torsion bar 1300 was still going too, and was now \$2,700.



The Superbug's last year was 1975. The final major improvement it received was rack and pinion steering, replacing the old cam and roller design, which gave a noticeable improvement in handling. The Superbug also joined VW's new Passat range in having Negative Steering Roll Radius on the front suspension - this gave safe and predictable handling in an emergency. These last Superbugs can be recognized by having the front blinkers in the bumper bar, rather than on top of the mudguards as before.

Australian assembly of the Superbug ended in November 1975, as it had already been discontinued in Europe a few months earlier and the CKD kits were no longer available. VW Australia had already discontinued the cheaper 1300 Beetle, and its place on the Clayton assembly lines was already being readied for the Golf. For 1976, the Melbourne factory made a 'bitsa' - they used the old 1300 body and floorpan, but with the Superbug's 1600 engine, gearbox and rear suspension, and front disc brakes. This unique Australian '1976' Beetle was the last - it ended for good in July 1976. By this time VW's Melbourne factory had already been sold to Nissan, and from 1977 all Australian VWs (Golfs, Passats and Commercials) would be fully imported.

VW in Germany sold Cabriolet versions of the Superbug, made by the famous Karmann works in Osnabrück, but these were never sold in Australia. A Karmann Superbug cabriolet became the final German-made Beetle of all, in March 1980.





New lease on life for VW 'beetle'.

The Sydney Morning Herald, Monday 4 July 1966

When it was first conceived about 30 years ago, the Volkswagen 'beetle' was considered, and rightly so, one of the leading examples of automotive design.

Nowadays, although still unconventional in some respects, the VW seems to be feeling its age.

However, it has been given a new lease on life with the adoption of a larger, 1285cc engine.

As well as being rugged and seemingly unburstable, I found the VW 1300 possesses a great capacity for pleasure.

In traffic, the unbeatable synchromesh and generally positive feel of the gear shift made 'cog-swapping' a sheer pleasure. I found myself changing down even though it wasn't necessary because of the flexibility of the new engine.

On the open road, with the high overdrive top gear selected, the 1300 settled into an unruffled, loping stride with the engine turning over at only nominal revs. Wind and road noise was negligible and this added to the feeling of effortlessness.

Engine noise only became obtrusive in the cabin when winding out in the lower gears.

The steering is light and direct - it has to be to combat the Volkswagen's almost traditional oversteering tendencies. On fast corners I would no sooner settle into the right line than the back would start to swing out, and it often required quick reflex action to save the situation.

How it goes

The torsion bar, trailing arm suspension was firm enough to keep the car flat on hard cornering and

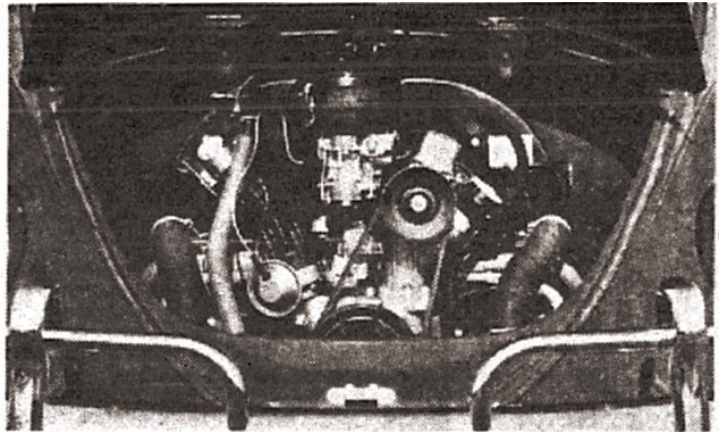
dealt efficiently and smoothly with all types of surfaces.

The 1300 covered the 1½-mile (2.4 km) test circuit at a reasonable 64.5 secs and sprinted from 0 to 50 mph (80 km/h) in 14.2 secs.

Acceleration times in gears, with the times of the previous 1200 model in brackets, were:

THIRD: 20 to 40 mph, 7.1 secs (9.0). 30 to 50 mph, 8.4 secs (10.3). 40 to 60 mph, 11.5 secs (15.5).

TOP: 20 to 40 mph, 12.0 secs (18.0). 30 to 50 mph, 13.0 secs (17.0). 40 to 60 mph, 16.0 secs (22.6).



The only thing that's changed about the VW 1300—the engine. And even that change isn't obvious until you take the controls.

The top speed of the 1300 is identical to that of its predecessor - 73 mph (118 km/h).

I had to resort to third gear for the steepest section of the test hill, but the VW went over the crest at 40 mph (64 km/h) in top.

On test the 1300 yielded 29.2 miles per gallon (9.7 L/100 km). Normal driving would improve this to the economical figure of about 35 mpg (8.0 L/100 km).

The brakes faded slightly after repeated heavy stops but recovery was rapid. The car showed no tendency to swerve off line, even when all four wheels were locked.

From 30 mph (48 km/h) the VW pulled up in 30 feet (9.1 m), and from 60 mph (98 km/h) in 117 feet (35.6 m).

The handbrake worked well, readily locking the rear wheels at 30 mph (48 km/h) on level road.

What's inside

The interior of the 1300 is unchanged and to me seems rather austere for what is termed a 'deluxe' car.

The squabs of the front seats hinge forward to allow access



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through the wide doors to the rear compartment. These seats are adjustable fore-and-aft, but I found that if placed too far back (that is, in a comfortable position for me), the gearshift became hard to reach in third and first gears. The rake of the squabs can also be varied, over three positions.

With the front seats as far back as possible, passengers in the bench back seat would find legroom fairly restricted. Tall rear seat occupants would also find themselves in direct conflict with the sloping roof.

The floor is covered in functional rubber matting.

Grab handles are provided for the passengers - one on the fascia and two on the door pillars. There is an armrest on the passenger side door.

Two ashtrays are fitted - one on the right side of the rear compartment and another under the fascia.

An overriding manual switch is provided for the door-operated courtesy light.

In front of the driver and visible through the dished steering wheel is the clear, reasonably accurate speedo, which also incorporates warning lights for oil pressure, generator, high beam and blinkers. A fuel gauge on the left of the main dial completes the car's instrumentation.

Two knobs controlling the lights and windscreen wiper/washers are in the centre of the painted metal, unpadded fascia. A self-cancelling stalk on the steering column operates the blinkers, and the dipswitch is conveniently positioned on the floor.

A heater-demister is provided as standard equipment, but the control knob, situated on the central tunnel between the front seats, requires several turns and was awkward to operate, and could cause the driver's attention to be diverted.

All-round visibility, which includes the rear vision mirror, was good. Padded sunvisors were fitted.

The front quarter-lights could be opened without a roar of wind noise, even at speed, but opening the driver's window alone caused pressure drumming in the rear compartment, which could be uncomfortable for passengers. The rear windows are fixed.

Safety belt mounting points are provided in both the front and rear compartments - an innovation which could be taken up by many other manufacturers.

Luggage space

Small articles can be stored in either the good glove box or in a pocket on the driver's door.

The shallow luggage space under the front bonnet is limited because of the intrusion of the spare wheel and petrol tank. It is supplemented by a narrow trough behind the rear seat. The rear seat squab can be folded down flat to extend this area to include the whole rear compartment.

The exterior of the car is identical to the familiar 1200 'beetle', except for a large '1300' badge on the sloping engine compartment lid.

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The VW 1300, although not glamorous, is rugged and functional with a certain charm of its own. It is the latest in a long line of vehicles renowned for their long-wearing qualities.

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

Barry 'Bo' Seton

(winner of the 1965 Bathurst 500 in a Ford Cortina GT500 with Midge Bosworth. Three-time class winner in a Ford Capri. Father of V8 Supercar driver Glenn Seton.)

DETAILS AT A GLANCE

PRICE: \$1,838.

PERFORMANCE: Maximum speeds in gears: top, 73 m.p.h.; third, 67 m.p.h.; second, 43 m.p.h.; first, 24 m.p.h. Standing quarter-mile, 21.5 secs. 0-50 m.p.h., 14.2 secs. Normal fuel consumption, 35-40 m.p.g.

ENGINE: Flat four of 1,285ccs developing 50 b.h.p. at 4,600 r.p.m. and 68.7lb/ft of torque at 2,600 r.p.m. Bore, 77mm; stroke, 69mm. Compression ratio, 7.3 to 1. Down-draught carburettor with automatic choke, oil-bath air cleaner.

BODY: Two-door, four to five-seater, small boot. Separate chassis. Heater-demister.

GEARBOX: Four-speed floor change, all synchro.

BRAKES: Drums with 96.1 sq. in. of lining area.

STEERING: Roller type with hydraulic damper; 2.6 turns lock to lock. Turning circle, 36ft.

SUSPENSION: All independent torsion-bar and trailing arms with anti-roll bar at front.

DIMENSIONS: Wheelbase, 7ft 10.5in. Length, 13ft 4in. Track, 51.4in and 51.2in. Clearance, 5.9in. Tyres, 5.60 x 15in. Petrol tank, 8.8 galls. Weight, 14.3cwt.



Scotts' Pies.

The Daily Mirror, Tuesday 2 April 1957

It's not just our cricketers who can claim to be big pie eaters. Sydney gets through the astounding figure of about one million pies a week.

And a big percentage of them will have been baked in the modern ovens of Scotts' new Redfern factory.

With the continuing increase in the demand for pies of all kinds, indications are that pie-eating has come to stay.

In fact, pie eating has gained a respectability which for years it lacked.

Sydney's huge army of workers and white-collar wage slaves not only love their pies. They demand them.

Workers for a construction company at St. Mary's showed the place the humble pie has won in our hearts. "No steak and mushroom pies, no work," they said.

And the company produced the pies.

Such is the quality of our pies, mouth-watering foreigners have their eyes on them.

"We have had inquiries for 80,000 pies a week from New Caledonia," says Scotts' general sales manager, Mr. W. M. Urquhart.

There could be no greater tribute than to have the French, food connoisseurs for centuries, incorporate our pies into their way of life, and learn the art of pie eating.

For art it is, as the least beginner will assure you.

More and more Sydney-siders are learning the art in hotel bars, sports grounds, parks and gardens, for out-of-doors lunches or between-meals snacks.

Manufacturers put it down to the crowded city cafes, and the rising cost of a sit-down lunch.

A pie in the hand offers a hot meal at lower cost, and the out-door munchers thrive on it.

With about six big pie-manufacturing concerns in Sydney, and several smaller ones, competition is keen to capture the approval of the consumer.

This has brought improvements undreamed of by the few pre-war pie-eating fanatics.

Pies even have a new look. Scotts pies come in a wide variety of fillings.

Apart from the 'common' meat or steak pie, Scotts offer:

- o Steak and mushroom
- o Curry
- o Family pie (1½ lb (680 g))
- o 'Baby' size party pies (1 oz (28g))
- o Fish pie for Friday's trade.

The firm's food technologist is working with the C.S.I.R.O. in experiments to deep freeze pies, yet still keep the freshness and moistness of the freshly-baked pie.

They believe they are on the track towards correcting 'over-dryness' of frozen

pies.

Deep freeze could revolutionise the meat pie industry, and pave the way for pie export.

And with the winter coming on, Sydney's own consumption of pies will rise to one and a quarter million a week.

Taken all round, things seem to be warming up in the pie business.

A skilled art

There's more to the making of a delicious and nutritious meat pie than just encasing a quantity of meat in between two pieces of pie crust and hoping for the best.

According to food technologist Dr. A.H. Norst, who is general manager of the new pie factory opened by Scotts at Redfern, pie-making is something of a science.

In the first place, explains Dr. Norst, there's the quality of the flour to be considered - whether it is soft or hard - and the gluten content.

Then the quality of the shortening to be used in the making of the pie crust has to be checked and its melting point determined.

Dr. Norst says there is an art in the mixing and folding of the dough to produce perfect pastry and in knowing, too, how long to 'rest' the dough.

The filling, he stresses, must be of first-grade beef which must be handled through all stages - storing, preparing, cooking - with expert care.

Then comes the spicing. "Spices," warns Dr. Norst, "are good servants but bad masters. Too much or too little can bring disappointing results."

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Ready for the meat



Attractive Fay Mosiff at Scotts Provisions Pty. fills the pies with meat (Waterloo) operates one Ltd., Redfern, that then crimps on the of a battery of machines stamps out pie casings, covers

"Then, if you're using mushrooms to heighten the flavour, they have to be sliced carefully so that none of the precious juice is lost."

Dr. Norst reveals that Scotts installed a special machine for this purpose.

In the making of Cornish pasties, vegetables must be handled quickly so that flavour and vitamins are preserved.

Dr. Norst claims that there is an art, too, in the mixing of filling for the popular sausage roll.

"The sausage roll is still not a production line job, and its making should be entrusted to a man who has many years of experience," he says.

To return to pies, Dr. Norst says that the filling and the pie crust must be at the right temperature when the pie is actually assembled.

"These and other precautions, such as 100 per cent cleanliness, correct oven temperature, efficient cooling and handling, as we observe in our factory, produce a delicious pie which is high in nutritional value as well as in gastronomic appeal," Dr. Norst adds.

New factory

When it is completed, a new factory exclusively for pie production which has been built at Redfern by the Scotts Organisation will, it is claimed, be the most modern of its kind in the State. Cost, the company says, will be more than £200,000.

The factory, which is a vast, two-storey kitchen equipped with an impressive array of gleaming stainless steel machines, has, at present, a maximum capacity of 1000 dozen meat pies an hour.

In addition to ordinary meat pies, sausage rolls and pasties, the factory turns out family-size steak, curried steak and steak and mushroom pies, plus apple pies and party pies.

The impressive production rate has been achieved by equipping the factory with the most modern equipment, some of which was designed by company officials, and by

streamlined production methods.

The ingredients - the filling and pastry - are prepared on the top floor of the two-storey building.

The meat, on removal from the huge refrigerators, goes into the maw of a huge grinding machine which has an apparently insatiable appetite.

From the grinder the meat is transferred to huge stainless steel steam cookers. Two of these each has a capacity of 4601b (210 kg) of meat filling.

At the end of the cooking period, the meat is transferred into a big stainless steel container which feeds it down long stainless steel pipes to the battery of pie-making machines on the floor below.

In a room adjacent to the kitchen big electrically-operated machines with mechanical arms mix the dough for the pie shells.

Some idea of the size of these mixers can be gained from the fact that each mixes a load of three 50lb (23 kg) bags of flour in 50 minutes.

From these mixers the dough is taken to a big cool



Lovely 21-year-old Helga Schuster (Burwood) sitting on the lip of a huge stainless steel steam cooker used in the cooking of the filling for Scotts popular meat pies at the company's new Redfern factory. The cooker holds 4601b. of filling.



group have continued producing Scotts-brand pies ever since, even when it gained new owners in 1992, the Sargents name resurrected and a new factory opened at Colyton. Scotts pies are still available at Coles, Woolies and IGA today. They just aren't delivered by VW Kombis any more.

Sargents also once owned the Big Ben pie brand after buying them from George Weston (makers of Tip Top bread) in the 1990s, but Big Ben pies are now based in New Zealand.

While Sargents (Scotts) are the largest pie makers in Sydney, the second-biggest is Garlo's Pies, set up in Surry Hills by former South Sydney rugby league captain Sean Garlick and his brother Nathan in 2000. Garlo's Pies are available at most supermarkets. The third-biggest is Hannah's at Ultimo, owners of the Harry's Café de Wheels business and their ten outlets. Growing fast is Vilis Gourmet Pies of Smithfield. These can be bought in delis and in some 7-11s.

The largest maker of pies in Australia today is Patties Foods Ltd, makers of Patties, Four'n'Twenty, Herbert Adams, Nanna's and Snowy River pies. Their Bairnsdale factory in Victoria is the largest pie factory in the world.

From 60 million pies eaten every year in the 1960s, today Australians eat 270 million per year.)

room where it is rested for a period.

The dough, too, is fed down chutes to the pie-making machines on the floor below.

As these machines stamp out the main casing of a pie, it is filled with meat, and in another operation the top is crimped on.

A different ring design is used to identify each variety of pie - beef steak, curried steak, steak and mushrooms, etc.

In the next operation small holes are punched into the tops to allow steam to escape during baking.

Before the pies are placed in the big, 60-foot (18.3 m) long travelling oven, they are sprayed with a milk and egg glazing.

The oven is heated by dozens of gas jets to the correct baking temperature.

As the pies emerge from the oven they are stacked in specially designed cooling racks, left there for a period, then taken out of their tins and moved on to a long endless belt type of packing table, from which they are picked up by a team of girls and packed into boxes for delivery to all parts of the metropolitan area.

The factory has its own laboratory for the testing and checking of materials used in the production of pies.

The planning team which designed the new factory was headed by Dr. Norst, general manager of the plant.

The factory replaces the company's old factory in Salisbury Road Camperdown, which was taken over by the Royal Prince Alfred Hospital and rebuilt to house cobalt ray equipment.



(The Scotts company merged with Sargents Pty Ltd of Darlinghurst and Irelands of Surry Hills in 1978, and the company renamed Scotts and Irelands. The

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- Steak and Mushroom
- Fish
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New ignition development - Fuel Igniters on Test.

Australian Motor Manual, August 1961

For many years the conventional spark plug has been unchallenged in the field of automotive ignition and, though from time to time new materials used in its construction have helped increase its efficiency, its basic design has remained unaltered. Now, the supremacy of the spark plug is being challenged by a plug-like object called a fuel igniter, which is said to operate on a somewhat different principle.

In appearance, a fuel igniter looks much like a spark plug, and is installed the same way. However, it has no air gap for a spark to jump. Instead, a 'flame spark' travels about .06 ins (1.5 mm) across a semi-conductive surface between electrodes.

It is claimed that carbon deposits on the fuel igniter will not impair its performance, but instead serve as an



additional conductor for the spark, thereby increasing its efficiency. The gap on a fuel igniter is pre-set and will not vary. Consequently, it never needs adjustment, and, in any case, adjustment is not possible.

Fuel igniters were originally developed in America and subsequently have been used both there and in England. Rigorous tests have failed to reveal any inherent weakness in them, consequently their availability here is a matter of some interest to local motorists.

Impressive claims are made for fuel igniters, and so to check these claims, we tested a Volkswagen, first with spark plugs installed, then these were replaced with fuel igniters and the tests repeated. Fuel consumption tests were carried out over a distance of over 400 miles.

The plugs used were not new, but were in good condition. The fuel igniters were new, which naturally gives them a slight advantage.

As is evident from the Performance Table, there was a slight improvement in acceleration, but no increase in top speed or miles per gallon. No perceptible difference in ease of starting was noted - this VW has always started readily - but the tick-over with fuel igniters was just a little smoother, probably because the igniters were



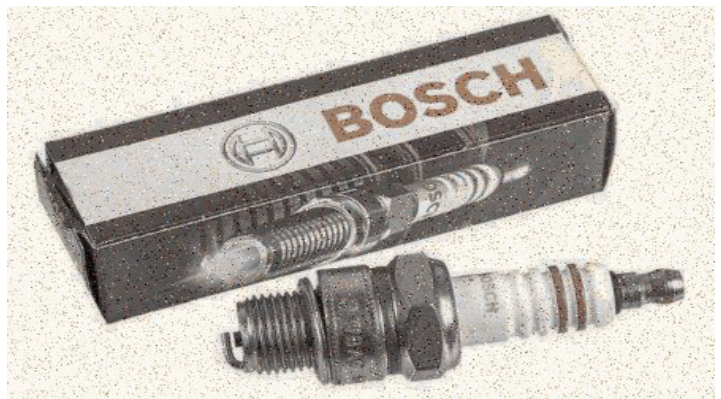
new.

The manufacturers claim that when fuel igniters are fitted, Standard grade petrols can be used in an engine previously tuned for super fuel with no loss of performance. This was found to be largely correct, though when allowed to labour a little, pinking was still experienced on Standard fuel.

As an additional check, fuel igniters were installed in a Peugeot 403 and further tests taken. Again, there was only a slight improvement in actual performance.

The manufacturer of fuel igniters claim that they will last for either the life of the engine, or 50,000 miles (80,000 km); never need attention, and improve with age. Naturally these claims could not be checked in so short a test, but should they be substantiated, then the thirty shilling price tag on each fuel igniter would not be so excessive as it sounds.

Summing up, though our tests showed a slight increase in performance, it is felt that a similar improvement would have been obtained had new plugs been fitted.



VOLKSWAGEN PERFORMANCE

ANALYSIS

	SPARK PLUGS		FUEL IGNITERS	
	Third gear	Top gear	Third gear	Top gear
Acceleration from rest				
0-30 mph		7.6 sec.	7.5 sec.	
0-40 mph		11.8 sec.	11.8 sec.	
0-50 mph		17.4 sec.	17.2 sec.	
0-60 mph		28.2 sec.	28.0 sec.	
Acceleration from constant speeds				
10-30 mph	7.9 sec.	—	7.7 sec.	—
20-40 mph	7.6 sec.	14.9 sec.	7.5 sec.	14.8 sec.
30-50 mph	9.6 sec.	17.1 sec.	9.2 sec.	16.7 sec.
40-60 mph	—	27.2 sec.	—	25.0 sec.
Top speed	70 mph		70 mph	
Miles per gallon	38		35	



Barry Ferguson's wing-man.

It started with a phone call from Classic Rally Car Club president, John Cooper.

He asked me if I could be a guest speaker at his club with Barry Ferguson the next night?

I was invited because I own one of Barry's old rally cars, his 1966-67 1600 TS Beetle.

Upon arrival, the president, John Cooper sat us both together up front and I got to have a great chat with Barry.

Barry answered peoples' questions all night and explained everything until about 11.00 o'clock.

If Barry couldn't remember all the numbers or years, I was quick to remind everyone.

The classic rally car club is a great group of people and they have their meetings at Strathfield Golf Club - the same venue that the CMC also uses now.

Their car club is about the same size as ours and they organise all sorts of events.

All Club Vee Dub members interested in historic rallies are invited to get involved. I'll be going back for sure.



I must say that Barry Ferguson is one of the nicest blokes you could ever meet.

He reckons, he was just lucky and in the right place at the right time, but I reckon he is a national treasure.

He sure had talent, that's for sure.

It was a dream come true just to meet him.

I told Barry that felt I was not worthy, and I have never done anything fantastical or groovy like him. He told me not to sell myself short.

That's good advice for everyone.

I now have Barry's mobile number and I'm working on getting him back to our club one night.

Many thanks to Mark Daniels and John Cooper for making it all happen.

Ashley Day.



Making the unloved, loved.

Years ago, whilst walking through the bush with my mum, we came across an old abandoned car.

It was all beaten up with its parts missing, and my mum said to me: "When that car was new it would have been someone's pride and joy. Just imagine the day they brought it home for the first time, and look at it now. Just junk, how did it ever get this way? That old poor car."

My mum, she's such a classic.

Even though cars are just a collection of random nuts and bolts, somehow they seem to have life to me.



Remember, everybody knows that I have watched Herbie way too many times.

So it always got me to thinking every time I saw a wrecked, beautiful Volkswagen or Porsche.

Seriously, how do some of these cars become so unloved over time by their owners?

There are countless reasons why, I guess, but it's one of the reasons I've always tried to bring some of the older ones back to their former glory and show them that they are loved again.

It brings me great joy to try and revive old unloved Volkswagens and Porsches and make them wanted and envied again by people.

My shed is kind of like a dog pound for old



Volkswagens and Porsches.

A rag tag bunch of lucky old cars that have a second chance of life.

Most of the time, I'm the cars' last and only chance, as nobody else wants anything to do with them.

To me, these are the cars to go for and try to save, especially if you don't have a heap of cash to outlay initially.

Sure, you could play it safe again this time and restore a Porsche 911, oval window Beetle or a split window Kombi, but other people will definitely restore those cars, regardless if you do or don't.

It's better and cheaper to go with something nobody



wants and make it yours.

You will still get the same satisfaction when you're finished; only for less money outlaid.

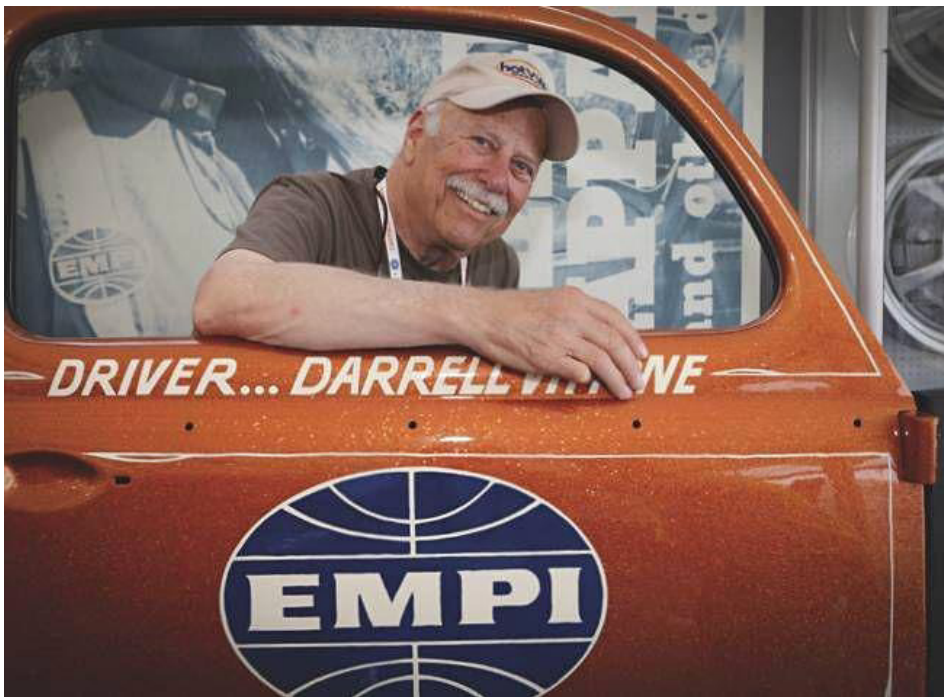
Not only that, you will actually be saving a Volkswagen or a Porsche, for real this time.

It takes a brave (or crazy) person to take on the unloved and move outside the safe and normal.

Pretty much the same profit margins can be made from unwanted cars, as opposed to the 'wanted' ones, believe it or not and that's the funny thing.

Don't always do it for the money though, do it for the love of your cars and for the fun of it.

Ashley Day.



doesn't always give the best results. However EMPI had just bought something that eliminated the guesswork. This device was an engine dynamometer. This started Darrell's love affair with dyno testing. Darrell used to remove the engine to run dyno tests on the weekend and reinstall it for getting back and forth to work during the week. This went on for months at a time. Eventually the car was modified to the point it was no longer streetable.

So it was Darrell's original '56 daily driver VW that became the famous EMPI Inch Pincher drag car of the 1960s and 1970s. Dean Lowry began its conversion to a race car, which Darrell continued after Dean left to start his own VW business. The car was under Darrell's care when it got the new light front end and flower roof, and recorded a best time of 11.6 sec at 116 mph in 1970. Darrell later

Vale Darrell Vittone, 1944-2020.

Following on from the story of businessman and EMPI founder, the late Joe Vittone in the June issue, we now sadly tell of the death of his son, Darrell Vittone.

Darrell passed away in April 2020 after a battle of several health issues. Unfortunately Darrell didn't do very well in his last couple of weeks.

The son of EMPI founder Joe Vittone, Darrell was a pretty important name in aircooled VW performance. He was a very fine technician with a high progressive vision.

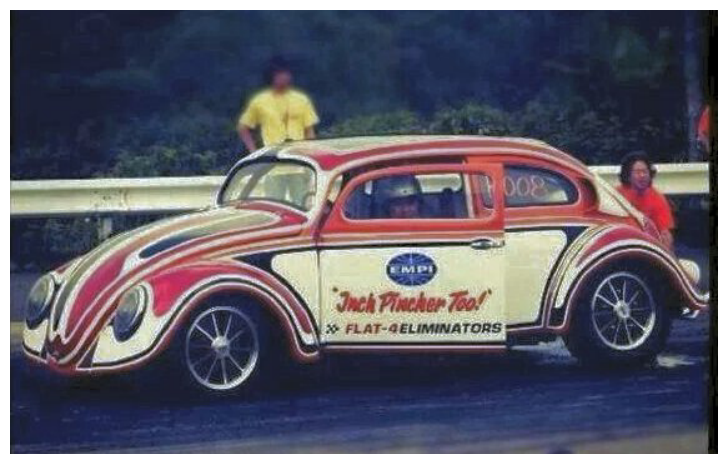
Under his father Joe's tutelage and later with fellow VW race pioneer Dean Lowry, he fixed and tuned Volkswagens ever since he was a kid. Joe Vittone had bought his first VW in 1954 and became a VW/Porsche dealer when he started up Economotors in Riverside the same year, then began the legendary EMPI VW accessory and tuning company in 1956.

Darrell's first duty at EMPI was packaging 'Okrasa' kits for mail order customers. Okrasa was the name used by Herr Oettinger for his special cylinder heads and dual carb kits for the 36 hp VW air cooled engine. By 1963 Darrell was competing at the local drag strips with his '56 bug. He found out quickly that just bolting on a bunch of speed equipment

rebuilt the car with a later model chopped-top body and unique asymmetric paint job. The Inch Pincher was sold, along with the EMPI company, to Filter Dynamics in 1971 and was raced for a few more years by other drivers until it was wrecked in a crash.



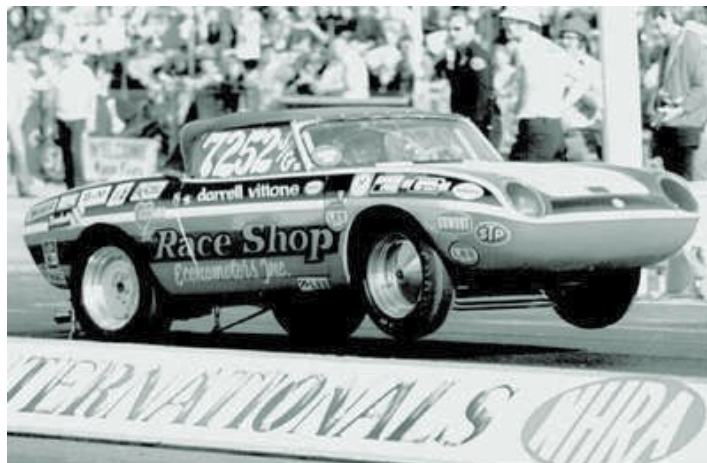
Darrell Vittone — 116 mph/11.6 sec.



With the EMPI business sold, Darrell began a new small VW tuning firm called The Raceshop, based at Economotors. The Raceshop set new standards in VW

performance. Darrell built a Fiat 850 Spider with a VW engine that was light years ahead of the competition. The car eventually ran over 130 mph in 10.3 seconds for the quarter mile. This kind of performance would not have been possible without the help of another device in addition to the dynamometer - an air flow bench. The cylinder heads developed and produced at The Raceshop are still sought after

EMPI Racing & Tech Director Darrell Vittone has convinced hundreds of thousands of drag fans what can be done with a VW. 48 IDA Weber carbs on EMPI manifolds and heads feed mixture to EMPI/Mahle 88 mm forged slipper-skirt pistons hung onto EMPI/SPG 82 mm roller crank. 311 oil cooler hides behind Joe Hunt magneto. Engine is tastefully finished in black-crackle enamel. Car's Porsche transmission will be replaced with 900 Series racing transmission for 1971 season. ET's of 11.6 seconds have been obtained with 116 MPH terminal speed at 1/4-mile drags. 1/8-mile ET's of 7.51 seconds and 93 MPH have been posted.



and are worth more than they originally cost new.

Darrell built his first water-cooled VW engine in 1978. Using an Oettinger 90.5 mm crankshaft, the standard 1457cc engines displacement was increased to 1797cc. The engine was installed in a '78 Scirocco running a standard exhaust system and catalytic converter. A trip to the drag strip showed 16.7 seconds at 81 mph.



In 1981 Economotors was sold and he opened Techtonics Tuning, a VW tuning firm that specialised in modern water-cooled VWs, building performance engines and special project cars. Money earned was poured back into the business in order to buy the machinery needed to develop and build the finest and fastest VW water-cooled engines in the country. By 1982 Darrell had built a street driven turbocharged Scirocco that ran 13.7 @ 103 mph. Although the turbo was fun, it was a nightmare to work on and it seemed to always need work.

1982 was also noteworthy because Collin Gyenes came aboard as Techtonics' first full time employee. He became a VW enthusiast right away and soon bought a second hand Jetta (which had over 490,000 miles on the clock before it was retired). Collin already knew the basics of automotive tuning from previous jobs, but hadn't had the opportunity to work with an experienced tuner like Darrell or the chance to use an engine dyno for testing. Collin was a fast learner and soon had his own engine on TT's dyno. Collin's Jetta set a new standard of performance by running in the 14 second bracket at over 94 mph. Collin's Jetta was often used as TT's demo and was instrumental in selling many engines and parts.

Techtonics built many exotic Oettinger 16V conversions, including one with 48mm carbs and a one-off turbo version. The performance was great, but the cost was too high for most people.

In 1986 Darrell worked with the Pizzo brothers on a turbo race motor that made almost 500 hp. In 1988 the Pizzo brothers set the water-cooled VW 1/4 mile record that stood for over a decade. In 1990 Randy Roth came on board with his good organizational talents, as well as welding and fabricating skills.

In 1991 Darrell, Collin, and Randy moved Techtonics from Southern California to Sheridan, Oregon, a small town some 80 km south-west of Portland. Today the company has over a dozen highly-trained technicians for high-quality work, and an extensive on-line catalogue of VW performance parts. Techtonics' website is www.techtonicstuning.com/

Our thoughts and feelings go out to Darrell's family.



I met Darrell when Econo Motors was on University Ave in Riv, my 2 cycle go kart linkage broke and he repaired it for me I was 14 yrs old, In the mid 70's when Econo

Motors was in the Riv AutoCenter I met up with Darrell again a few years out of high school, I worked at the Race Shop in rear of Econo Motors with him, Dave Andrews, Bill and Dennis Bransford, Fumio Fukaya, Leon Schindeler we all assisted with helping with putting together the Fiat Race car. We had all the old Empi stuff and cars in the back of the the shop. I learned so much from this man I can never thank him for taking the time and interest he had in me. Thank You Darrell, Kurt



Darrell was the "Boss" at the shop next door when I worked at Mc Peaks painting in riverside. This was when he had the Techtonics tuning in the Riverside location before he moved to Oregon. I was a young blood custom spray painter. Darrell was the Guru next door. We used to talk after work or when something 'cool' was on the dyno all day after he got enough runs in. Lots of fun days. When they moved to Oregon it was a sad time for us. But had to happen. So 30 years later when I heard the Inch Pincher replica was going to be touring I figured...Inch Pincher...well maybe Darrell

would be driving? Could not find any information he was going to drive but on a hunch I went to the drags. Walked up behind my friend "who was My age Collin" and right away I was recruited into getting the car ready. Darrell with a big smile could not believe I came. Even though it was an exhibition run, there still was no mercy according to Darrell as he whispered that to Collin then Collin whispered that to me. We tried to keep a straight face to the guys running the show. They were hinting to Darrell to lighten up. Not happening. "Grab the air tank Mike. How high was my wheelie again, put one more pound in the tires. Colling change the launch RPM from 2200 to 2700..." He was a Racer right to the end. Even when we were on Facebook talking about the 36hp challenge. Very sad to see him go, Great guy. Mike

I was lucky that I became a good friend with Darrell and we traveled together sometimes. Darrell loved Italian food, so I brought him to Italy once, in my 58 deluxe Microbus... We both enjoyed that trip so much. Darrell kept on saying how much it reminded him to his grandparents, and also to a trip with his dad all over Europe in the early seventies. We have so many good memories with Darrell we selected some very special moments together to share with all of you. Darrell can you rest in peace my friend, I will always remember you and many of my decisions I have to make I will do with your advice in my memory, be sure of that. Bob



Factory pictures.

As we are in Covid lockdown again, I have been spending time on my computer looking for Volkswagen items. I found an interesting Facebook site, 'Volkswagen Factory Images.'

There are a lot of rare pics, from right back at the beginning of manufacture, as well as information on unusual cars, limited editions and more. Mostly German, but some Aussie too.

If you'd like to have a look, the link is www.facebook.com/groups/213292882212116/

There are also a lot of VW for sale sites, so if you plan to do some resto work during Covid lockdown, have a look, you may find the odd part you have been searching for.















Carl Moll



OEM Trivia

	<p>Robert Bosch sparked off the company's involvement in automotive ignition technology when he was asked to copy an existing magneto design. Instead, he improved on it. The company is one of the world's largest in private hands. 8% is held by family members and 92% by Stiftung Robert Bosch, a charitable foundation. Bosch was a pioneer in creating a minimalist, easily recognisable logo, the armature in a circle, in 1918.</p>
	<p>Sally Windmüller, company founder, wanted to honour his wife Helen with the new company name. Also, "hell" is the German word for "bright", so "Hella" sorta means "brighta". Some of their first products were candles and kerosene lamps for carriages, probably not very "hell". They moved to acetylene, then electricity, making progressively brighter products. Now it's QI, HID, LED and laser.</p>
	<p>I bet many of you have wondered what the initials stand for. "Vereinigte DEUTA-OTA". "vereinigt" means "amalgamated" and DEUTA and OTA were already acronyms. It is a story of merging and acquisition, the firm going through the hands of Mannesmann and Siemens to end up owned by Continental, itself taken over in 2009.</p>
	<p>Known as "Conti". The first manufacturer to introduce grooved tyres, in 1904. That stuck around. You would love the name change in the 1920s: "Continental Gummi-Werke".</p>
	<p>The letters stand for Alfred Teves, the company founder. His first entry into brakes was in the 1920s when ATE obtained the license to build Lockheed designs. Post WWII, they obtained the license to produce Bendix vacuum boosters. In the 50s they developed a new alloy for exhaust valves. Their customer: VW.</p>
	<p>Founded as "Spezialwerkzeugfabrik" (Special Tool Factory) in 1923. If you were German, you would assume it was named after "Scheibenwischerfabrik" (Windscreen-Wiper Factory), but not so. In 1954 SWF introduced the first steering-column switches and headlight flasher. No longer German-owned, SWF is now held by the French Valeo company.</p>
	<p>You will have seen "Sekurit" etched onto the window glass of your VW. It's not a company, but a trade name of the French Saint-Gobain group, given to the glass discovered accidentally when chemist Edouard Benedictus was working with nitrocellulose in his lab. When a flask that had held the formula slipped from his hands and hit the floor, the flask cracked, but the pieces unexpectedly held their original shape.</p>

	<p>You may have noticed some VW fuel pumps with the wording "Deutsche Vergaser Gesellschaft". This translates to "German Carburettor company". They made French Solex carburetors under license. Later the lettering "Pierburg Neuss" appeared on castings, Neuss being the German production centre. The company also dabbled in fuel injection.</p>
	<p>"Kolbenschmidt" literally means "piston smith". Karl Schmidt was the son of Christian Schmidt, the founder of NSU. Karl became an engineer at NSU, then branched out into his own piston business. Nominative determinism? KS became Europe's largest enterprise for the casting of aluminium. In 1997 Kolbenschmidt and Pierburg merged to become Rheinmetall Automotive.</p>
	<p>The company was founded in 1920 and quickly gravitated towards motor sport. It enthusiastically embraced National Socialist ideals in the 1930s, but made up for it by shifting company ownership to a charitable foundation in 1964. Very early on, Mahle developed air filters to protect their pistons. In 1972 they acquired partial, then complete ownership of Knecht filters, who you may have heard of. This is why you can find Mahle-branded oil and air filters. They also acquired Victor Reinz gaskets, Clevite bearings and Brazilian Cofap.</p>
	<p>There's a nice VW connection here. In the 1930s Carosserie Reuter in Stuttgart was contracted to make Volkswagen prototypes. They then made bodies for neighbour Porsche until Porsche bought that part of the enterprise. What was left became REutterCAROsserie. They patented the first reclining seat in 1953. The first sport seat was introduced in 1965, but the automotive seating business is overshadowed by their aviation seating division.</p>
	<p>Kühnle, Kopp und Kausch, nothing to do with the popular movement in the US Deep South. They were making steam boilers until historical circumstances required them to switch production to a product designated "Gt-30", officially "hole-drilling pump" but we would know it as a torpedo mechanism. Made their first turbos in 1952. Taken over by Borg Warner in 1997.</p>
	<p>Whatever happened to Fichtel? F&S contributed a lot to the development of the modern bicycle: the freewheel, backpedal brake and torpedo hub. Before the semi-automatic Beetle, there was the Saxomat. Do you remember the raid on Schweinfurt in 1943? The USAF was trying to put Sachs (and FAG) out of the ball-bearing business, unsuccessfully. In 2001 Sachs was taken over by ZF.</p>
	<p>Lammellen und Kupplungen = "diaphragms and clutches"; straight to the point. LuK was founded in 1965 in Germany by the Schaeffler brothers. The dual-mass flywheel was developed in 1985. Clunk clunk. It's now part of the conglomerate which owns FAG and most of Continental.</p>

	<p>Fischers Aktiengesellschaft = "Fischer share company". I had to be careful with the search engine for this one. Founded by Friedrich Fischer, FAG's involvement with balls goes back to 1883. You may have heard of Kugelfischer mechanical injection. "Kugelfischer" means approximately "Fischer the ball-bearing boy".</p>
	<p>"ZF" stands for "Zahnradfabrik Friedrichshafen". "Zahnradfabrik" means "tooth wheel factory", "Zahnrad" being the word for "gear". Friedrichshafen is a terrific spot right on Lake Constance. The company is known mainly for its gearboxes, though VW have kept theirs mainly in house. They also contributed power-steering pumps and the limited-slip differential in Type 181 Things.</p>
	<p>I can't find much about Löbro, except that they're owned by the British GKN. The German for "CV joint" is "Gleichlaufgelenk" = "same run joint". They go "gelenk gelenk gelenk" when you go around corners.</p>
	<p>Richard Klinger started his workshop in Vienna in 1886. More nominative determinism? One of their first materials patented was Klingerit®. In 1922 they introduced what became the standard industrial valve.</p>
	<p>The same company which made your VW jack, founded by August Bilstein in 1873 and taken over by son Hans. In 1954 Bilstein released the first monotube gas shock with floating piston, following the de Carbon principle. I can't find any connection between Bilstein shock absorbers and Febi Bilstein, after-market manufacturers of engine and suspension parts. "Febi" represents "Ferdinand Bilstein". Since 1988, Bilstein has been in the hands of ThyssenKrupp.</p>

Rod Young
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Using your ears.

The Sydney Morning Herald, Monday 16 April 1973

Skilled garage mechanics can often diagnose car troubles simply by listening for odd noises during a test drive. You, too, can learn to hear faults developing in your car.

If a noise starts as you are moving along, do your best to track down where it is coming from by listening to see if it synchronises with the rhythm of different components.

Engine noises tend to grow in volume or tempo as you push down the accelerator. A faulty wind-screen wiper motor may become evident when the wipers are working.

One of the most common noises in a car is wind noise. If you hear it louder than usual, check that all your windows are up and that all doors are properly closed. Wind-flow around a partly opened door can create very strange whistles and hisses.

Chattering sounds are often caused by a kink in a speedometer cable or when the cable requires lubrication. The noise is usually accompanied by 'fluttering' of the speedometer needle.

Another chattering sound sometimes develops in the gearbox and is often caused by worn bearings or a low oil level. It could even be something as simple as the gear lever touching and vibrating against part of the underbody. Diagnose by depressing the clutch when parked, with the engine idling. The noise will stop if it is coming from the gearbox.

A rhythmic clicking sound heard as the car moves along which increases in frequency as you accelerate may be caused by a stone or piece of glass embedded in a tyre. Check the tyres immediately to avoid a puncture or blowout.

Tyre squeal is usually because one or more tyres is under-inflated. Brake squeal is usually caused by worn linings. These should be replaced promptly. If you hear a similar squeal after fitting new linings it may be because of a thin glaze developing on the lining surface. It can be cured by getting a mechanic to roughen the surface with sandpaper.

Another worrying noise is a whine from the rear of the car. This is usually caused by wear, after long mileage, in the rear axle and increases in intensity as the need for replacement becomes more acute.

A grinding sound from the same region may be a ball bearing cracking up.

If, when you turn the key in your ignition, you hear a pronounced 'click' and the engine fails to turn over, it is a pretty sure sign that you have a flat battery or loose connections, or that the starter relay switch is faulty.

If you hear a whirring sound when you turn the ignition and again the engine does not start, it probably means your starter motor is faulty.

Many noises come from under your car's bonnet. A rustling or tinkling sound when you accelerate, for instance, probably means you are running on too low a grade of petrol. If a higher grade fails to eradicate the noise, have the timing checked because this noise, called 'pinking,' can damage the engine if allowed to continue.

If the rustling tinkling 'pings' turn to loud metallic bangs or clatters, hurry to the nearest garage quickly. That is the sound of the engine bearings breaking down.

If, when you switch off your ignition, your car engine keeps running, or kicks back, it probably means its idling speed and mixture needs to be adjusted, or that it is overheating. Check the cooling system for problems.

A less common cause of this kind of fault - thanks to improvements in engine design and fuels - is the build-up of carbon deposits inside the engine. These can continue to glow and ignite the fuel after the engine has been switched off. If this is the cause, your engine needs a 'de-coke.'

A popping sound from your exhaust pipe - often accompanied by rough idling - usually indicates that your car has dirty spark plugs or some other fault in the ignition system.

Louder exhaust noises during acceleration or braking point to wear in the exhaust system or a hole in the silencer.

A screeching sound from under the bonnet can be caused by a loose fan belt. If the sound is accompanied by the lighting up of your ignition warning light, it means that the belt is so slack that the generator drive is slipping. You could flatten the battery unless the belt is tightened immediately.

A high-pitched squeal after the engine has been switched off, accompanied by steam pouring out from the engine, means that you have blown a gasket. This is a break in a seal between vital parts of the engine and the fault should be rectified immediately.

Creaks and groans from the car - particularly the engine and exhaust system - after the engine is switched off are often caused by metals contracting and cooling. They are no cause for concern.

Strange miscellaneous sounds inside the car are less likely to mean that your car is falling apart than you have simply mislaid some article, which is rattling around inside the glovebox, or on the floor under the seats, or on the back parcel shelf.



Jeff's Facebook finds.

WTFact Friday with Mr. Bubblehead

Over 35 million Golfs have been sold all over the world. To put this into context, this equates to a new Golf being sold every 41 seconds, which is on average about 780,000 a year.

To put this into more context, a Golf is being sold as you finish reading this sentence.



Luther Westside Volkswagen

THE SUN-HERALD, DEC 31, 1972

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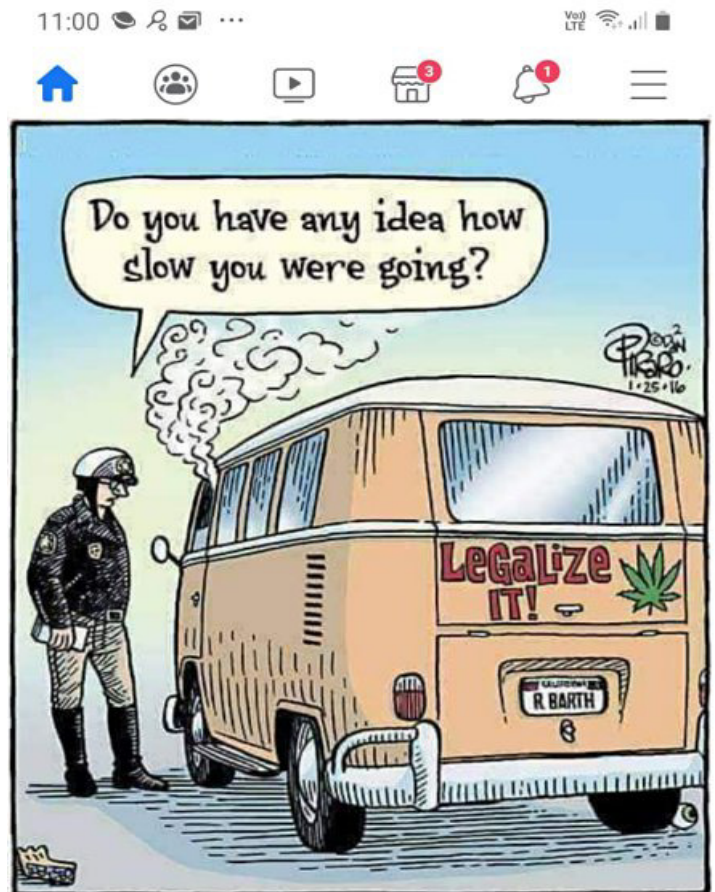
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ADDICTS BEFORE AND AFTER

COCAINE		ALCOHOL	
CRACK		VOLKSWAGEN	

108 4 Comments

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Laughs in Lockdown.

Think of the flags of Australia, the UK, New Zealand, France, USA. The colours of red, white and blue stand for freedom. Until they are flashing behind you.

The recipe said 'set your oven 180 degrees.' No worries. But now how do I get the food in through the back?

I think my next-door neighbour is stalking me. She's been Googling my name on her computer and searching for me on Facebook. I know because I watched her through my telescope last night.

When wearing a bikini young women reveal 90% of their bodies. Men are so polite they only look at the covered parts.

I heard a really funny joke about covid-19 last week. But I decided not to spread it around.

How many Spaniards does it take to change a light bulb?
Only Juan.

A patient bursts into a doctor's office. "Doctor, I believe I'm a pack of cards!" The doctor calmly replies, "Go sit in the waiting room, please, I'll deal with you later."

I saw on the news last night that the Pope has been taking care of some dairy cattle at the Vatican. Holy cow!

Every morning as I leave for work, I get hit by a passing bicycle. Next day, same time, same bike, whack, ouch! Wednesday, Thursday, Friday, every day next week, whack, ouch, same bike. It's a vicious cycle.

My favourite Italian chef came down with an incurable disease. He pasta way.

Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?

My therapist says I have a preoccupation with vengeance. Oh yeah? We'll see about that!

For a hobby during lockdown, I took up fencing. But the police tell me I have to put them back.

You know that tingly little feeling you get when you love someone new? That's common sense leaving your body.

Two weirdly dressed strangers knocked on my door yesterday. They insisted I need to be saved, by God, or I would burn!!! I told them to rack off and bother somebody else. Bloody firemen.

They say that Money Talks. All mine ever says is good-bye.

At this time of the month, jokes about PMS are not funny. Period.

I went to a dancing class last week, but some bastard stole my limbo stick. I mean, how low can you go?

There's a famous gun shop guy who has been selling pistols, revolvers, hand-guns and semi-autos for many years. Everyone calls him T-Rex. It's because of his small arms.

I've been looking for some good fish jokes and puns for a while. If you know of any, please let minnow.

How do you spot the blind man at the nudist beach? Well, it's really not hard.

I bought a leather-bound copy of the Macquarie Thesaurus from Amazon. It arrived a week later. But when I opened it, the whole book was empty. Every page was blank. There are no words to describe how mad I am.

The patient was sobbing in the surgery office, "Doctor, I feel like a pair of curtains!" He replied, "Well, pull yourself together."

Did you know that during the Super League war, the NRL was considering merging the Manly Sea Eagles with the Parramatta Eels? But they couldn't, because that would have been eel-eagle.

I bought some new leather gloves today, but unfortunately they're both lefts. On the one hand that's awesome, but on the other hand, it's not very good.

The new nurse told the doctor she had listed all the major transplants - bladder, colon, heart, kidney, liver, lung, pancreas, spleen. "I sorted them for you alphabetically," she said. Excellent job nurse, the Doctor replied. You're seriously well organ-ized.

It gets lonely at home during covid lockdown, so I bought ownership of some corporate bonds and shares. It's nice having some company.

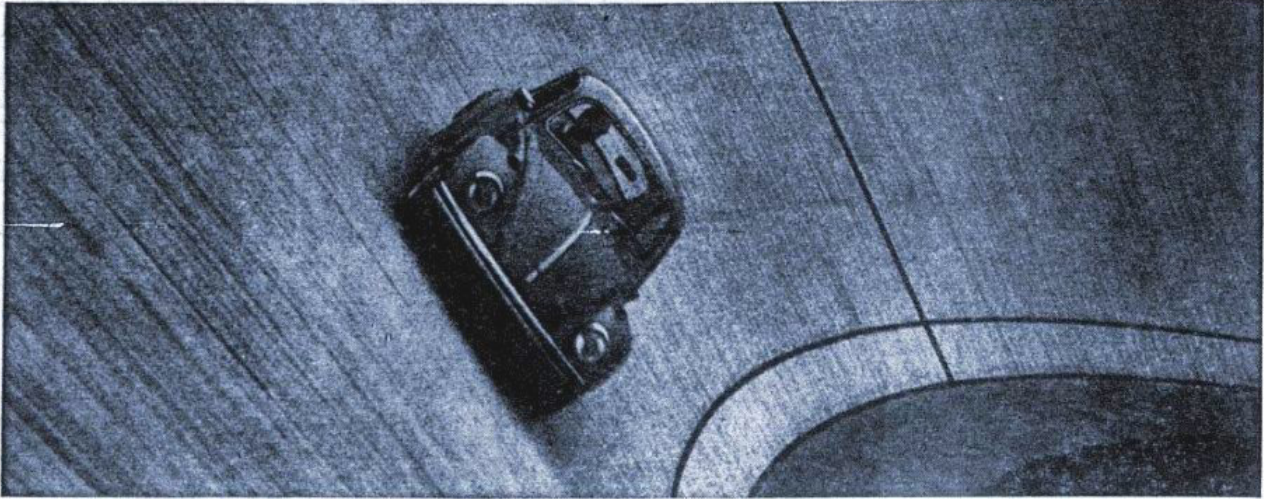
I wrote a 1970s-style poem: "I dig, you dig, she dig, we dig, you dig, he dig, they dig..." Ok, so my poem may not be beautiful. But it's very deep.

People wonder why North Korea is so much more dull and unpleasant than the South. That's easy. North Korea has no Seoul.

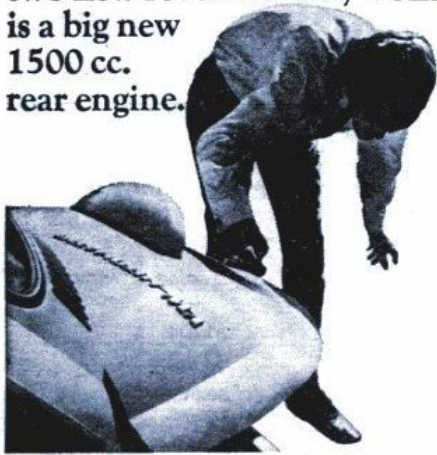
Volkswagen has been trying to make alternative green vehicles using chipboard, plywood, timber and veneer. But it just wooden work.

**For those weddings
cancelled due to
COVID-19. God is giving
you a second chance to
think about it.**

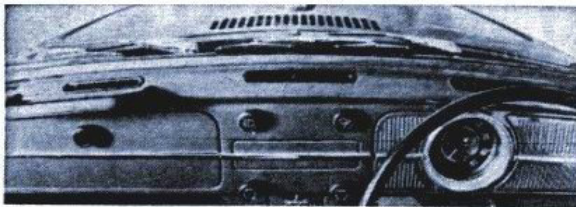
How we engineered the '68 revolution.



You need power to get a revolution going, and the power behind the two new revolutionary Volkswagens is a big new 1500 cc. rear engine.



We have a new 12 volt electrical system to spark off the new power. And disc brakes in front and a dual brake system to stop it.



Those slots just in front of the windscreen are there in case the almost airtight Volkswagen is almost too airtight: now a new fresh-air ventilation system goes with the inbuilt heater-demisters.

The track of the back wheels is wider and the suspension is softer.

This year's windows, head-lights, tail-lights, and bumpers are bigger. Control buttons are smaller, neater, softer, safer. Safety rims too.

A sudden flat tyre won't ground them. The steering column is collapsible, and with new safety doorlocks a bang on the door doesn't mean it opens.



And another thing we engineered for the '68 revolution is an automatic stick-shift model: no clutch.

Or there's the new 1500 gear-shift Volkswagen for people who think half the fun of driving is changing the gears by hand.

See your VW dealer, but don't be scared off if he looks a little busy. He's got a revolution on his hands.

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We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2021 possible. Please support them, because they support us.

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