

Zeitschrift



Merry Christmas from Shari Walker and Fritz!

December 2021

IN THIS BUMPER CHRISTMAS ISSUE:

Beetle Stuff We Missed

Golf 2 Country

Amarok W580

More Ash articles

Cal- and German-Look

1945 VW Type 51

1967 Audi Super 90

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).



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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*.

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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.*

Meet us at Uncle Leo's Caltex, the Crossroads, Liverpool, at 8:30am, departing at 9:00am, stopping at Appin and finishing at Stanwell Park at 11:30pm.

ALL VWs
WELCOME!!

If you are not up for a cruise, just head straight to Stanwell Park and meet us under the Club Veedub marquee.



The 15th Annual VW Summer Cruise 2022

*Sunday
16th January!*

Families and kids are all invited, with a gold coin BBQ lunch of snags and rolls along with ice cold drinks. There's a great playground, grassy park, nearby kiosk and toilets - and of course the famous surf beach!

**Contact: Steve- 0490 020 338
Craig - 0404 184 893**

Von dem Herrn Präsident.

Hi all, well Christmas is almost here. The only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting and delayed AGM. It's on Thursday the 16th of December at the Greyhound Club. Yes, we're back!

You will need to follow the Greyhound Club's sign-in protocols - members present their card and non members sign in manually or with QR code Use the hand sanitiser provided.

Please bring your own mask if you wish.

Don't forget to bring along a wrapped Christmas present to the value of \$10.00 (marked boy or girl or doesn't matter). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles, hot finger food and drinks provided. See you there!

It looks like things are getting back to normal, so the first event next year will be the Summer Cruise in January.

Other community events we normally attend, such as the Australia Day at Glenbrook and the Classic Car Motorfest at Gerringong, should hopefully start happening again next year so keep an eye on the club magazine and your emails.

We should be able to hold the VW nationals 2022 without any restrictions and we are again having a rack day at Luddenham. Contact me directly if you're interested in having a go at the track - we'll need to book.

Hope you enjoy this bumper 52-page Christmas issue. We have been very lucky to continue producing the magazine during covid, and have such a treasure of submissions from our members. Check out the Zeitschrift page under the Media tag on the website -

magazines back to mid-2003 are now there for you to read. I found the old files on my hard drive.

Merry Christmas!

Steve Carter



of our cars and meet up with a few of the South Coast Dubbers crew. We also invited the BMW club to join us, with four of their members bringing out their cars into the wet weather and coming along for the run. The rain wasn't too bad and did stay away for the hour or so we pulled up at Batehaven for the fish and chip lunch from Bernie's - a local institution for south coast seafood lovers.

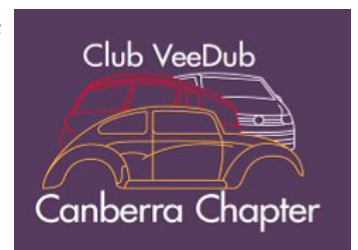
The ad-hoc coffee meets on a Sunday morning have also taken a beating thanks to the recent weather, but we hope to start conducting these on a more frequent basis as the weather improves. Please keep an eye on the Canberra Facebook page for notices of these events.

Of course with Christmas just around the corner and the normal summer holiday period following, we doubt there will be much appetite for events through January, as much of the Canberra population migrate to the coast, or this year, may travel further to catch up with loved ones they were unable to see during the pandemic. As such, we won't plan on any large events during this period, with the next major event being the AGM and luncheon in February 2022. Dates, times and location will be advised as soon as plans are firmed up - once again keep your eye on the Facebook page for details.

We have not set a date to re-commence our monthly meetings at this stage; however hope to have some info on these very soon. Keep an eye on the Canberra Facebook page for details.

Willie.

Facebook: **Public Group – Club VeeDub Canberra Chapter**



Kanberra Kapitel report.

G'day from Canberra,

Although our freedoms are slowly being reinstated, the Canberra Chapter's activities have been a bit slow to get back up to a regular basis unfortunately. The latest obstacle has been the constant wet weather, making gatherings a bit hard to conduct.

Having said that, we did conduct an event on Sunday November 21, where a small group of us braved the wet conditions and cruised down to the Batemans Bay area for a pseudo Cookies Fish and Chip Run. No stickers, T-shirts or trophies on offer this year - just the chance to stretch the legs

Five Dock Rotary Golf Day.

Patrick Natoli is an active member of Five Dock Rotary Club, and our own Club Vee Dub Sydney. For the past few years, he has been inviting a team from Club Vee Dub to



their annual charity fund raising day at Concord Golf Club.

This year the event was held on Thursday 18th November. Myself, Rob Hanna, Clive Daniels and Andy Naylor represented our club at the charity event, a 4 ball Ambrose game.

The course is very tough, with a Par 71 rating, holding various events there over the years including the Australian Open, NSW Men's and Ladies Opens.

Our team scored well coming in one over off the stick with 72. On the day there was some 132 players supporting the event. Proceeds from the day go to both Rotary Oceania Medical Aid for Children (ROMAC) and local children's charities. ROMAC supports children from the Pacific Islands with serious injuries or birth defects who are not able to be treated in the home countries receive life changing surgery in Australian and New Zealand.

Club Vee Dub Sydney has donated \$720.00 to this fund. On the day the Rotary club members raised a total of over \$22000.00 for the ROMAC charity.

David Birchall

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.

December.

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. This meeting is also the **Club VW CHRISTMAS PARTY!** Bring a wrapped present (~\$10 value) for your entry and food/drinks. Nibbles and hot finger food provided, and the bar is open. 8:00pm start. **To be confirmed.**

January 2022.

Monday 3rd:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm. **To be confirmed.**

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

Thursday 13th:- Committee Meeting and magazine pack at the Arena Greyhound Sports

Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

Sunday 16th: VW Summer Cruise and BBQ 2022. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 8:30a, for coffees and photos. Cruise departs at 9:00am. Brief stop at Appin Park for photos, then to Stanwell Park Playground parking area by 11:30am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Club tent, large grassy playground with kiosk, toilets and surf beach close by. Hand sanitiser available, bring your own face mask.

Thursday 20th:- 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.

Wednesday 26th: Australia Day 2022 Car Show at Glenbrook. **To be confirmed.**

February.

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

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

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Club Veedub Christmas Party!



YES WE'RE BACK!

With COVID easing, we can now have monthly meetings again, from December.

The Club's December monthly meeting will also be our Christmas Party. All members and their families are welcome.

We will be providing free nibblies and hot finger food, and free drinks (beer, wine, soft drink). Please bring a wrapped present (to the value of ~\$10) to gain entry and food and drink. All presents will be placed in a big pile and raffled off by Santa (Christine) on the night. Please mark them 'Male', 'Female' or 'Child' as appropriate. If everyone brings a present (kids too), then everyone can also go home with a present.

Thursday 16 December, at the Arena (Greyhound) Sports Club, 140 Rookwood Rd Yagoona, from 8pm.

NOTE: The Arena Club may require QR entry and see your double-vax certificate. Please bring your mask if you wish.

March.

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

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

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 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:- My nephew has a 1969 Volkswagen Squareback, a much loved collectable. We are trying to find a good home for it. The car was passed to my nephew from his father. He loved and cherished the car looked after it immaculately. Anyway my nephew doesn't want the memory so going to sell. The car is unregistered, off-white colour as pictured. The car is standard and as close to original as possible as far as I can tell. I would say great condition setting its age. There's little rust spots as can be expected but nothing major. Has a stereo fitted that's about it. Have a service history if required. Car is located in Mooroolbark Victoria and will need to be transported at buyers expense. Price \$30,000 but all reasonable offers considered. Happy to respond to any particular quotes or supply extra pictures. Contact Michael Coulsell on 0405 208186 or email mcoulsell@bigpond.com

For Sale:- EEIEEIO VW Beetle Esky Cooler Recycled Metal Art Sculpture. Fully insulated with lid, made from recycled steel 44-gallon drums. 48 x 48 x 100 cm. Unwanted gift. Half price \$500 Very heavy so not suitable to post. Pickup Lugarno



2210 or I can deliver close by. Call Steve on 0490 020338 or email stevecarter@iinet.net.au

VW Nationals Supersprint Saturday 21st May

The Nationals Trackday Supersprint will be held, for the second time, at Luddenham Raceway, Luddenham Rd (next door to the Model Park).

The club isn't pre booking this year so if you want to have a run book in now. The cost will be **\$250** for the day. You are allowed to take a passenger in the car, and also nominate a second driver in the same vehicle, both for an extra fee. Numbers are limited, so lets get as many Volkswagens as we can. We invite Volkswagen racers, air or water-cooled, to take part! The track is privately run, so no CAMS licence is required. Stock vehicles are OK, or wheel out your special souped-up VW! You'll need a helmet and long sleeve clothing.

Contact **Steve Carter** on **0490 020338** (don't text) for all further information. You must pre-book and pay - you cannot just turn up on the day.

Passenger rides: **\$20**

Spectator/Pit Crew: **\$5.00** (Spectators / Visitors must be 16 yrs + to enter , if they are under 16 yrs they will not be allowed in – This may change due to Covid19)

For more information on Luddenham Raceway, check out their webpage:

www.luddenhamraceway.com/motorsport-park



2nd Month ads.

Wanted: VW storage. I am a club member looking to store a VW car in western Sydney (Penrith area). Do you have a warehouse or shed I could hire or borrow? Please let me know if you can assist. Carl 0417 471137



For Sale:- Hi, I live in Wilsons Plains Queensland about 10 minutes from Willowbank Raceway. I am regretfully having to sell my gorgeous **1962 Volkswagen Beetle**. It was my first car and I have had it since I was 15. I thought I would send a message around with some photos to VW clubs around Australia to see if any members are interested? It has a current roadworthy certificate and has a year's QLD club rego. The odometer has 65200 miles. Just been fully serviced, fixed and buffed and polished. Please let me know if you would like any other information. I thought I would see if I get offers or interest before putting a price down. If you are interested, please contact at the email address for further information. Thanks, Jill Sproull jill.sproull@gmail.com



Next Club Meeting:
Thursday
16th Dec.
8:00pm
Arena Greyhound Club.



For Sale: 1974 VW Passat LS Sedan. Hello, I'm selling my much loved Passat. She's in great condition with lots of upgrades. 1.8-litre SEAT engine with immobiliser, Audi manual 5-speed gearbox, 32/36 down draft Weber carbie, GTI headers, 2 1/4 inch exhaust. Recently re-painted original wheels, all new tyres, new front and rear wheel bearings, and rear shocks. Recent major service with Volkshome Thomastown (VIC). Have kept my own personal logbook of all maintenance since purchasing in 2015, along with a handful of manuals. Body is super clean, some interior bits in

need of a touch up, but otherwise excellent considering age. Runs beautifully and drives like a dream. Currently located and registered in Melbourne, Victoria. \$8,500 ono, RWC negotiable. Contact Grace Griffin on 0404 717131 or email grace_griffin@live.com.au



For Sale:- Piston ring compressor kit. Used once paid \$125. Great foe rebuilding VW engines, (no broken rings) or any other engine. Price \$ 50 ono. Also – **Wanted one rear bumper bar for T2 Kombi.** Please contact Robert (Bob) White on 0419 437132 or email rwjwhite@bigpond.com



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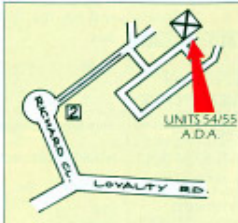
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

vwperformance.com.au

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

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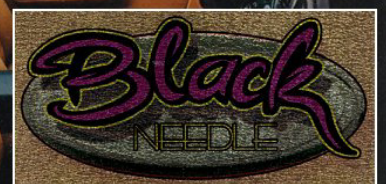


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State: Postcode:

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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 Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

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

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"Our collective growth over that period is a mark of the significant progress our brands have made in Australia, and I am pleased to leave the next leg of their successful journey in Paul's very capable hands."

Prior to Paul Sansom's appointment, Michal Szaniecki will assume the role of Volkswagen Passenger Vehicles brand director from 1 December 2021, moving from his existing role as director of Seat and Cupra brands in Poland.

The positions of directors of Volkswagen Commercial Vehicles, Skoda and Cupra brands will continue to be held by Ryan Davies, Michael Irmer and Ben Wilks respectively.

New Australian VW boss.

Volkswagen Group Australia - the official importer of Volkswagen cars and commercials and Skoda (and Audi and Cupra from 2022) - has appointed Paul Sansom as its new managing director, effective from 1 January 2022.

Sansom is currently the managing director of the Audi Australia brand - along with the chairman of the Audi Foundation - which will be integrated into the master Volkswagen Group Australia (VGA) firm from 1 January. The executive will lead both VGA and Audi Australia from the start of next year, until a successor has been found for the latter position.

He will replace current VGA boss Michael Bartsch, who has led the local VW company since 2015, and has overseen all three of the company's current brands - Volkswagen Passenger Vehicles, Volkswagen Commercial Vehicles and Skoda - and laid the groundwork for the launch of Spanish marque Cupra.

Bartsch will transition into a new role at Volkswagen of America.

Sansom's previous roles include National Sales Manager at Jaguar UK, followed by Regional Brand Manager and Product and Planning Manager positions at Volkswagen UK, along with After Sales and Customer Service Director, and later Sales Director titles at Audi UK.

"Next year may prove to be the most important year in the history of Volkswagen Group Australia, and it is testament to Michael's leadership that the company should be so well-positioned to play a leading role in shaping the future of mobility in this country," said Sansom in a media statement.

"The now five brands of Volkswagen Group Australia all have their own unique identity, and cater for their own distinct customer groups. The diversity of their expertise across the majority of market segments provides Volkswagen Group Australia with an unrivalled opportunity to appeal to more new and existing customers than any other competitor."

Farewelling the Volkswagen Australia team, Michael Bartsch said: "It has been a privilege to lead such an

2022 Passat range.

The 2022 Volkswagen Passat range has been updated for Australia.

The biggest change is Volkswagen introducing a mid-spec 'Elegance' trim level, powered by a new 162TSI (162 kW/350 Nm) 2.0-litre turbo four-cylinder petrol engine, paired to a six-speed dual-clutch automatic transmission and front-wheel drive. Pricing starts from \$51,790 before on-road costs for the Passat sedan, and the wagon for \$2000 more at \$53,790 before on-road costs.

There's also an entry-level Passat 'Business' model - primarily aimed at fleet buyers - featuring a less-powerful 140TSI (140 kW/320 Nm) engine, with a seven-speed dual-clutch auto and front-wheel drive. Volkswagen offers the 140TSI Business variant as a sedan only, pricing it from \$46,590 before on-road costs.

Now making a return is the range-topping Passat 206TSI R-Line wagon from \$63,790 before on-road costs, powered by a 206 kW/350 Nm 2.0-litre turbo four-cylinder petrol engine, driving all four wheels through a six-speed dual-clutch automatic. The hot Passat continues to be a wagon-only offering, with the 206TSI sedan being discontinued late in 2018. The Arteon sports sedan now takes this place in the Australian lineup.

The off-road-focused Passat Alltrack gets an update



too, with the new Alltrack 162TSI model starting from \$46,990 before on-road costs, and the Alltrack Premium from \$58,790. Both models pair the 162TSI engine with all-wheel drive and a seven-speed dual-clutch transmission.

Standard across the range is Volkswagen IQ Drive with autonomous emergency braking, adaptive cruise control, blind-spot monitoring and rear cross-traffic alert. All models feature LED headlights, wireless Apple CarPlay and Android Auto, satellite navigation and three-zone climate control, with all but the base Alltrack offering heated leather seats.

Volkswagen charges \$800 for metallic/pearl paint across the Passat and Passat Alltrack ranges. The only equipment option is an R-Line exterior styling package offered exclusively on 162TSI Elegance models, for \$3000.

The 2021 Passat range is now available in Australian Volkswagen showrooms.

2021 Volkswagen Passat Australian pricing:

Passat 140TSI Business Sedan - \$46,590

Passat 162TSI Elegance Sedan - \$51,790

Passat 162TSI Elegance Wagon - \$53,790

Passat 206TSI R-Line Wagon - \$63,790

Passat Alltrack 162TSI Wagon - \$46,990

Passat Alltrack Premium 162TSI Wagon - \$58,790

Caddy California delayed.

The 2022 Volkswagen Caddy California campervan will arrive in Australia early next year, priced from \$54,990 before on-road costs.

While the latest 'standard' Caddy van and people-mover range arrived in local showrooms in August 2021, Volkswagen Australia has confirmed the Caddy California camper version won't launch until the first quarter of 2022 - around six months later than initially expected.

Order books are now open, however, with buyers able to place their name down through Volkswagen Australia's website.

One variant of the Caddy California will be offered in Australia, priced from \$54,990 before on-road costs, with a standard-fit automatic transmission and the longer 'Maxi' option of the two wheelbases available within the Caddy range.

Under the bonnet, a 2.0-litre TDI turbo-diesel four-cylinder is the only option, sending 90 kW and 320 Nm to the front wheels through a seven-speed dual-clutch automatic transmission.



Differentiating the California from the Caddy Maxi people-mover on which it's based is a slew of campervan upgrades, including a fold-out bed, darkening window curtains, front window flyscreens, rear window storage bags, drawers under the front seats, a fold-out table, and two folding chairs.

In addition to those items, other standard features include a digital instrument cluster, a 21-cm infotainment touchscreen with Apple CarPlay and Android Auto, 17-inch alloy wheels, DAB+ digital radio, dual-zone climate control, a leather steering wheel, fabric seats and halogen headlights.

Optional features include a larger 25.5 cm touchscreen, wireless Apple CarPlay and Android Auto, LED headlights, 18-inch alloy wheels, and a fixed panoramic sunroof.

First deliveries of the 2022 Volkswagen Caddy California will commence between January and March 2022.

Self-driving VW ID.Buzz.

An autonomous prototype of the upcoming Volkswagen ID. Buzz has been unveiled at a preview event for the recent Munich motor show.

The newest images show the retro electric bus - which is styled as a modern interpretation of Volkswagen's iconic Kombi - testing on closed roads at a German airport.



Styling has not evolved dramatically since the 2017 prototype stage. However smaller wheels, a more dramatically sloped nose, conventional door handles and wider headlights prepare the vehicle for mass production.

Developed in conjunction with US-based autonomous tech specialist Argo AI, the autonomous variant will use cameras, radar, and lidar sensors to 'see' up to 400 metres ahead. An on-board computer converts the available information into a virtual map to predict the movements of other cars, pedestrians, and cyclists.

Powertrain details are yet to be confirmed. However the MEB platform underpinning the ID. Buzz has previously accommodated dual electric motors (one on each axle, allowing for all-wheel drive) and a 77 kWh lithium-ion battery in the Volkswagen ID.6. Unsubstantiated online rumours suggest a capacity of up to 84 kWh in the ID.Buzz.

A standard non-autonomous, 'standard-wheelbase' version of the Volkswagen ID.Buzz is set to launch next year in Europe and China, with a long-wheelbase version set for the US in 2023.

A spokesperson for Volkswagen in Australia said: "[The vehicle] would be highly desirable, but as we've mentioned before, in the first instance Volkswagen would seek to commence EVs in this market with the ID.4."

Volkswagen claims its autonomous bus will be rolled out from 2025, initially as part of a public roads trial in Hamburg.

New ID. Life.

The Volkswagen ID. Life concept has been unveiled at the Munich motor show, as a preview of a new 20,000 Euro (\$AU32,000) low-cost electric car due in European showrooms in 2025.



Underpinning the concept car - along with the 2025 production vehicles from Volkswagen and sister brands Cupra and Skoda - is a new 'MEB Eco' platform, a modified, front-wheel-drive version of the brand's latest rear- and all-wheel-drive 'MEB' electric vehicle platform, re-engineered for cost-focused city cars.

Powering the concept is a 172 kW/290 Nm electric motor driving the front wheels - making the ID. Life the first front-wheel-drive car on the MEB architecture - capable of accelerating the show car from 0-100 km/h in 6.9 seconds, or on par with the petrol-powered Volkswagen Polo GTI hot hatchback. Top speed is rated at 180 km/h.

A 57 kWh lithium-ion battery mounted in the floor enables a driving range of around 400 km according to European WLTP testing, while DC fast-charging allows up to 163 km of range to be added to the battery in 10 minutes.

The ID. Life concept takes the shape of a boxy small SUV, measuring 4091 mm long, 1845 mm wide and 1599 mm high, riding on a 2650 mm wheelbase - a touch smaller than a petrol-powered T-Cross light SUV in overall length and height, but measuring 85 mm wider, with a 90 mm longer wheelbase.

Futuristic, flush-fitting matrix LED headlights and LED tail-lights feature front and rear alongside illuminated Volkswagen logos, while the roof and front 'bonnet' are covered with a two-layer air-chamber textile material, attached to the body using zippers, and available in a tartan pattern similar to the Golf GTI hot hatch's iconic seat covering.

Filling the arches are 20-inch alloy wheels, while mirror-replacing side camera (with the feed projected onto a 23-cm interior screen) and flush door handles aid

aerodynamics and extend the compact battery's driving range.

Inside, the ID. Life eschews traditional freestanding instrument and infotainment screens in favour of a minimalist, wood-veneer dashboard with an integrated touch surface for headlights and climate controls, along with a truncated steering wheel equipped with a touch-sensitive central panel used for gear selection, indicators, wipers and the horn.

A smartphone app fills the gap left by the minimalist dashboard's simple controls, along with a head-up display projecting speed and other key driving metrics onto the windscreen, in place of a typical instrument binnacle. Expect the production car to ditch most of these features in place of a conventional twin-screen layout.

The front seat bench can be reclined for relaxation, or folded forward completely to 'transform' the ID. Life's interior into a 'comfortable cinema or gaming lounge,' making use of a pull-up fabric screen, integrated game console and projector that can display video games or, using a high-voltage power socket, any movie or TV content from the passengers' devices.

The rear seats can also be folded flat to allow easy storage of "large sports equipment" and other items up to 2.25 metres long, while leaving the front seats in place.

Volkswagen claims 410 litres of cargo space behind the rear seats, expanding to 1285 litres with the second row folded - joined by a 108-litre compartment below the boot floor, a 68-litre area under the bonnet, and an eight-litre storage area under a second protective panel up front, used for housing the charging cable, and a household power outlet.



Art Velour Eco textile (made from recycled bottles) is used to trim the seats and door cards, with purple accents, silver decorative stitching, and a slew of sustainably-sourced materials employed around the cabin. Wireless charging is also integrated into smartphone pockets in the doors.

The vehicle's tyres contain 37 per cent recycled or renewable materials, while vehicle-to-grid and vehicle-to-home bi-directional charging systems are also supported.

The concept's design will loosely influence that of a production electric vehicle (EV) due in 2025 - albeit in toned-down, road-legal form - priced from around 20,000 Euro (\$AU32,000), and slated to be developed and produced by Volkswagen's Spanish subsidiary Seat in its home country.

Similar versions of the new Volkswagen EV will be offered from sister brands Cupra and Skoda - brands either currently offered or coming to Australia - from 2025

onwards. It remains to be seen whether the new low-cost EVs will come to Australia.

No more manual transmissions.

The Volkswagen brand will phase out manual transmissions by the end of this decade, according to a new report from well-sourced German magazine Auto Motor und Sport.

Citing company insiders, the reports claim increasing costs, low customer demand, and the shift to electrification as the primary factors responsible for the move. Competing sources suggest the timeline laid out in the article is accurate.

Volkswagen Australia currently offers just two passenger models locally with a manual option: the Polo city hatchback and Golf small hatchback. As for commercials, the Amarok dual-cab ute and VW's commercial vans can also be had with three pedals.



A spokesperson for the the local Volkswagen office said: "We're quite advanced on this front - here, manuals make up in the low single digits as a percentage of total sales."

By 2030, Volkswagen claims electric cars will account for approximately 70 per cent of sales in Europe, and half of all sales in the USA and China. Few electric vehicles have more than one gear ratio, and manual transmissions are extraordinarily rare.

It is unclear if the wider 14-marque Volkswagen Group will be subject to the move. However, a spokesperson for Porsche has previously suggested the sports car brand would continue to offer a three-pedal layout in select models for as long as it was viable.

VW cancels its currywurst.

Volkswagen has pulled the pin on its most popular model, with the German manufacturer no longer serving its famous currywurst to employees at its main production plant in Wolfsburg.

The traditional German delicacy will no longer be available in the staff canteen, ending a production run that

spanned 48 years.

Volkswagen estimates it produces around 7 million of the sausage every year. Around 40 per cent of that production is used to feed the company's workers at Volkswagen's sprawling industrial complex, the remaining 60 per cent sold at various stores and sites in and around Wolfsburg, home to VW's headquarters.

But Volkswagen is ditching the delicious sausage, usually served with chips and a spicy VW-branded tomato sauce and dusted with curry powder, in favour of vegan and vegetarian alternatives.

According to a Volkswagen staff memo, many employees at Wolfsburg wanted vegan and vegetarian alternatives on the menu.

Volkswagen also cited the environmental impacts of meat production as a deciding factor. VW's on-site sausage factory stopped production at the end of August.



So popular has Volkswagen's currywurst become since launching in 1973, it has been given its own Volkswagen Original Parts number (199 398 500 A). Annual currywurst production often exceeds VW's output of passenger vehicles.

Volkswagen also produces the spicy tomato sauce traditionally served with its currywurst, in excess of 600,000 kg annually.

But not everyone is happy with Volkswagen's decision to no longer provide the decidedly German meal to its employees. Former German Chancellor (1998-2005), Gerhard Schröder is one vocal opponent, taking to Twitter to start a 'save the currywurst' campaign with the hashtag #rettetdieCurrywurst.

Schröder took to LinkedIn to air his frustrations and in an impassioned post wrote: "A vegetarian diet is good, and I do it myself in phases. Bur basically no more currywurst? No."

"Currywurst with French fries is one of the power foods of the skilled workers in production. It should stay that way."

Schröder, a former member of the Volkswagen government supervisory board added "there would have been no such thing," had he still been sitting the board.

It's not the first time Volkswagen's famous currywurst has been under threat. A 2015 decision to remove the pork sausage from the staff canteen at VW's Golf assembly line was met with action from disgruntled employees and their union. Volkswagen was forced to reinstate the delicacy on the staff menu.

Lego T2 Kombi.

After releasing its popular models of the Beetle (2008 and 2016) and T1 Kombi camper (2011), Lego has now decided to celebrate the second-generation Volkswagen Type 2 by releasing a model kit of a 'low light' Westfalia camper.

The new Volkswagen T2 camper van Lego Creator kit celebrates its legacy. With 2207 pieces, the new model kit '10279' features sliding doors, a pop-up textile roof, 'rock-and-roll'-style bed and even a groovy surfboard.



The new set is distinguished by a new 'azure blue' paint colour, a working sliding door and the familiar T2 wraparound front windscreen and a new yet instantly recognisable 'face.'

The Lego Volkswagen T2's dimensions are 15 cm high, 14 cm wide and 35 cm long, which makes it 25% bigger than the previous T1 which measured 13 cm high and 28 cm long.

The set is also more complicated and features working steering. The Lego Volkswagen T2's detailed camping interior is also fully equipped for the open road, with opening cabinets, fridge, sink and a gas stove with a teapot.

Days at the beach are suitably catered for, as the set comes with a set of folding chairs and a surfboard, while a folding rear bench seat provides a comfortable place to stay under starry skies - just like the real thing.

Volkswagens are of course synonymous with customisation, and the Lego Volkswagen T2 kit is fully prepared for personalisation, with a sticker set including retro decals and a choice of German or US number plates.

The set's designer is Sven Franic and had this to say about the model:

"The Volkswagen Camper is a rare breed of vehicle that commands affection like few others, and we know the Lego version will bring a lot of fun to people who've been lucky enough to have or go camping in one, or always wanted one.

"Though the Volkswagen Camper is no stranger to our LEGO cars collection, this latest iteration brings even more delights for LEGO builders. The meticulously kitted out interior is sure to charm seasoned campers and adventurers alike, while the eye-catching exterior with pop-up roof is a feat of engineering just like the original."

The kit costs \$269 and is available via Lego's online store, on-line sellers and specialist Lego retailers across Australia.

The previous T1 Camper kit '10220' was first released back in 2011, and finds a place in the collections of many of us. Up until the start of 2020 it was still available new from Lego, giving it one of the longest production runs for a Lego set of all time, but has now been discontinued. There are plenty of units still for sale on Ebay, priced from around \$200 buy-it-now, and a bit cheaper on auction. Make sure you pick one up before they are all gone.

The 2016 light-blue Beetle kit '10252' has also been discontinued, but again there are still plenty available on Ebay. The earlier dark-blue Beetle kit '10187' from 2008 is now very rare and sells for well over \$800 when it comes up on Ebay.

Full-size Lego Kombi.

While the new Lego T2 kit is very impressive, here is one that is even more amazing. A fully life-sized Lego T2 camper is now on display at the F.r.e.e Leisure and Travel Fair in Munich in Germany. Not only does the van look like the real thing on the outside, including a pop-up roof, the interior has all of the amenities you would expect - like a Lego brick kitchenette.

Certified Lego master model maker Rene Hoffmeister and Pascal Lenhard used 400,000 Lego blocks to create this full-sized T2 Transporter over the course of six weeks. They used 3-D images and Lego modelling software to figure out how many bricks were necessary to complete the model, but somehow ended up being 20,000 transparent pieces short to construct the vehicle's windows. Once they got hold of those parts, Hoffmeister and Lenhard had to work day and night to finish the assembly.

The builders even managed to incorporate a side sliding door like on the real T2 Transporter. Stepping inside reveals a bright green seating area and orange roof. It's a very mod-style colour combination that matches the van's 1970s origins. All of the accessories inside, like the radio and tableware, are Lego, too.

The final result measures over 5 metres long and is 2 metres tall. Popping up the roof adds an extra 1 metre to the top. The Lego Transporter weighs roughly 700 kilograms.

It seems like someone within the VW Group has a real love of full-sized creations out of Lego blocks. For example, Bugatti has previously unveiled a life-sized, drivable Chiron that the company built from the plastic blocks. Porsche also got in on the act with a 911 that looked like a real-life Speed Champions kit. In 2016, Porsche also made a giant version of its 911 GT3 RS Lego Technic kit.





an easy fifteen years behind Sydney's VW scene.

Because of this, the cars are old, cheap and in good restorable condition. They're just a long way from home.

Every time I could scratch a couple of dollars together I would head down to Adelaide and meet up with a fellow Volkswagen nut Andrew Edwards and head out bush.

Between the two of us, we found a lot of Volkswagens and a lot of parts.

Using a Kombi, we would A-frame another newly found Kombi as a trailer.

When the Kombi trailer was full of parts, we would tow them to Port Pirie and disconnect ready to go again.

This was repeated again and again.

Another friend, Steve Kellie, would drive up from Adelaide and further transport the good ones

Salmon houses.

For many years, South Australia was always my happy hunting ground.

It has a lot of people from Europe that call it home.

It's probably one of the reasons why there are so many old Volkswagens and Porsches lying around.

Add on top of that, it's so dry that any old car lying about doesn't have the rust like we do have in Sydney.

So we are talking rust free old cars, if you can find them.

Also, people in South Australia don't like to throw anything away and they are not as quick to recycle them.

Before the internet, sorry to say, South Australia was

back.

The good ones were put in a shipping container, ready to go straight to England.

The bad ones were stripped of their parts in Port Pirie, loaded onto a barge and dumped into the Spencer Gulf.



We couldn't get enough Volkswagen bodies for them.

These Kombi bodies were used to make artificial reefs or salmon houses, so local fishermen could catch all types of fish.

It was a perfect deal for us because Kombi bodies are hard to get rid of.

If you're trying to find a split window kombi and having trouble these days - sorry. Somehow I feel partly responsible.

Ashley Day.

A golden age for collectors.

2020-21 sure threw us a few curveballs and people were scared to spend their money on collector cars.

A lot of people were also deciding to hang onto their classics until better times.

For many years money has been very hard to come by for collectors, even way before Covid 19.

About 7 years ago people just stopped spending money on old Volkswagens and Porsches.

They just spent the money on their house instead.

Now as people become more comfortable, a lot of enthusiasts are looking for that car that they have always wanted.

Because of the lack of interest over the last 7 years, good, clean collector cars are hard to find, because the money wasn't there for people to collect them.

Let me repeat that again, good clean original cars are hard to find at a reasonable price.

At the moment you could buy any classic Volkswagen or Porsche and make a profit in the next few years, even if you pay a little too much.

Also you can't make a mistake or fail in the next few years, for Volkswagens and Porsches that are rare.

1965 Volkswagen Beetle Deluxe 1300 Manual

\$69,000*
Excl. Govt. Charges

Dealer Car - Used - New South Wales

Have a similar car to sell? Sell it yourself



2006 Volkswagen Passat V6 FSI Type 3C Auto 4MOTION MY07

\$3,999*

Private Seller Car - New South Wales
View matching dealer cars

Have a similar car to sell? Sell it yourself



2000 Volkswagen Transporter T4 Manual

\$1,700*

Private Seller Car - Victoria View matching dealer cars

Have a similar car to sell? Sell it yourself



As a collector, this is what we all have been waiting patiently years for.

Bargains do still exist but I wouldn't mess around for long.

With about 3 days of homework on the computer, I'm sure you'll find some kind of reasonably priced classic, ripe for the picking.

If you're having trouble, or don't have a lot of cash, go for one of the underrated cars.

This Porsche 914 for sale is a classic example. Sure it's \$30k, but you can be sure it will appreciate in value.

For a lot less money, consider a late model VW. They're not worth much at the moment, but you could have said that about air-cooled VWs 20 years ago.

Ashley Day.



PORSCHE 914 1973.5 SPEED A/C LOW MILES, BOOKS

Coffs Harbour, New South Wales

\$29,950



Rob

Highly Rated (29 listings)

Call

Message



Nice Beetle Stuff We Missed Out On.

In the 1960s and '70s the Australian market was neglected. There are various likely reasons for certain desirable VW parts never making it to our shores:

- Volkswagen Australasia manufactured complete Beetles from 1960 to 1968 and couldn't afford to tool up for the annual Wolfsburg upgrades. Most components had to be locally made, by VWA and its local suppliers, in order to meet the 'Plan A' local content quota (otherwise higher taxes were imposed).

- (my conjecture) Wolfsburg offered some desirable options and didn't consult with Australia. There was no internet in those days and phone calls were expensive.

- Some markets had some specific requirements resulting in special equipment. These may not have been deemed useful for other markets.

- Customers can't complain about what they don't know about.

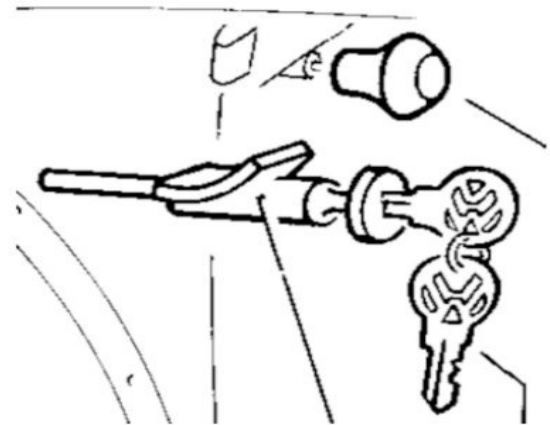
But whatever the case, here are some Beetle items which you're not likely to come across in Australia. I'm not going to go into parts which appeared on US-delivered vehicles, like sealed-beam headlights, 5-MPH bumpers, fuel injection or catalytic converters, because that was all about US legislation which VW had to comply with and is worthy of an article all by itself. Here I'm considering parts fitted to German Beetles for the European market.

1. Pneumatic pre-'68 windscreen-washer tank. We were stuck with the early type of washers where you furiously tugged on the wiper switch to pump little spurts of water onto the



screen. German Beetles got a really strong bottle which could take compressed air, which you introduced the same way as you would top-up a tyre. Part number 113 955 971 was available as an option to hook up the valve to the spare tyre in a manner familiar to us with '68-and later Beetles.

2. Locking bonnet pull. Cabrios used these because they needed to; steel-topped Beetles can keep intruders out of the interior. I have two Beetle wrecks in Malaysia which both have one of these, a '64 and a '68. No keys, unfortunately. I don't know how widespread this part was, but I never saw one in Australia.



3. These German door handles, 113 837 205G / 206D, which came in late 1966 and lasted only till 1967. They look nice and solid, but incompatible with later ones because of the two screws. 1966-67 doors were big-window, so does that mean that they're oddball too? The '67 Beetle has many one-year-only parts and there's even a web site devoted to it: do a search for "67 Beetle One-Year Only Parts." Australian Beetles used the older big square push-button door handles throughout from 1960 to 1967.

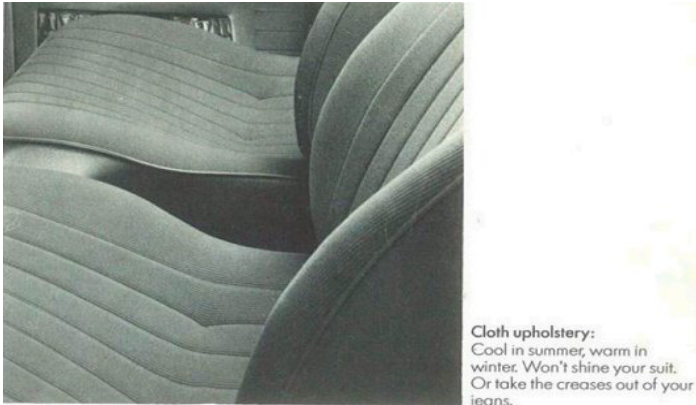


4. This ring-less horn ring appeared on 1965 German Beetles. Australia was stuck with the half-ring ones which broke off if you breathed on it too hard. There must have been a product designer at Wolfsburg thinking "let's see if they can break this



one". I'm not sure, but this item may have appeared on Australian Type 3s.

5. Cloth seats. This image was taken from a UK brochure for a 1973 Beetle. At one stage, vinyl seats were an optional extra in Europe for an additional price! But the whole time we had to suffer 40-degree-plus temperatures with synthetic seat-cover materials that would give you third-degree burns. Explain that.



6. Your 70s Australian Beetle may have a small rectangular hole in the dash near the steering column with a blanking plug in it where the switch for the rear-window demister would go, but definitely no actual demister, let alone the relay under the back seat or this symbol in the speedo. VW, we have rain, frost and low temperatures too. I'm pleased to say that I've procured a warm window for my project, sourced from a Japan half cut.



7. How hard would it have been for VW to offer 113 857 511L to Australian customers?



8. You needed to own a Type 3 to get pop-out side windows in Australia. Beetle pop-outs were delivered to hot countries like Brazil, South Africa, the Philippines, Indonesia. It

doesn't get hot here? VWA never even offered them as an approved accessory, although Lanock Motors in Sydney did offer them for a while in the early '60s – part 11095063 in their catalogue of the time, probably locally produced. There's a lot of interest in the aftermarket now, so kits are made in China. Post-'68 big-window versions are recognisable for the double ridge in the chrome trim.



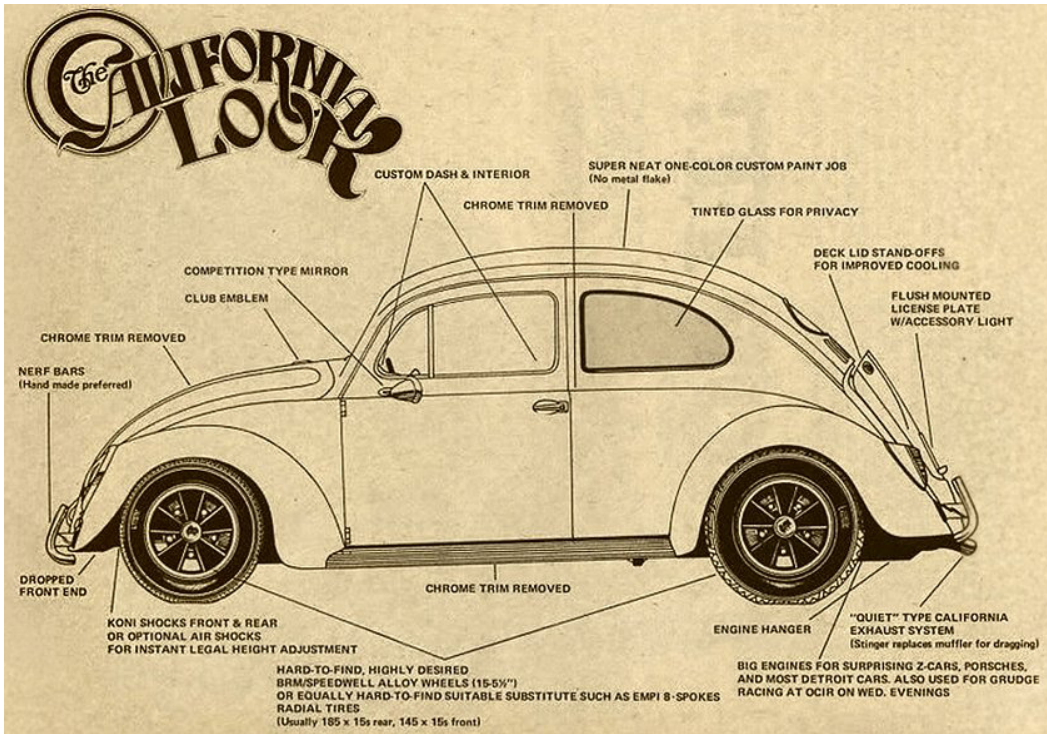
9. Lemmerz steel wheels. These were delivered on Special Edition Beetles like the Jeans Beetle, Champagne Edition Cabrios and the La Grande Bug. Australia didn't get Special Things. Aftermarket wheels were not offered as VW accessories here. The best we could do was approved wheel dress rings and wheel spats.



10. Air conditioning was never a factory option for Beetles. Germany had very little experience with it. VW sent AC-less Beetles to the US where dealers fitted US-made kits to their cars. To facilitate air actually reaching the condenser, this really nice slotted apron, 113 805 591A, was factory-fitted to Super Beetles destined for cooling. But it gets just as hot in Australia as the US. Some Australian companies such as the LNC-owned Mark IV company offered AC kits for Kombis in the 1970s, but not for Beetles.



Rod Young
rod.young2@icloud.com



With almost all its chrome trim removed, understated paint work, and a rear hatch reworked for better cooling, this Beetle ticks most of the boxes on the Cal-look checklist. The solid drag wheels would likely have been five-spoke BRM units in-period, with a conical competition mirror likely fitted in place of the flattish OEM unit. Also, Geoff's Beetle is a bit sneaky - many of its body panels are actually fiberglass, to save weight.

We settle into the big, square 'biscuit'-look bucket seats, and Peterson takes me for a quick rip around the block. The Cal-look Beetle hooks up in second gear with shocking ferocity. The weight in the rear anchors the still-sticky old drag

Californian and German Looks.

Few cars have had experienced the character-development arc of the humble Volkswagen Beetle. It went from Nazi propaganda icon to symbol of the hippie movement to advertising darling to drag racer, from Baja desert fighter to children's Disney hero to Hecho en Pueblo Mexican taxicab. Across 81 years and 21.4 million cars sold, the Beetle was a blank canvas, ready to soak up anyone's ideas. Here's what California and Germany did with it.

First, we should clarify that the 'California Look' Beetle and the 'German Look' Beetle are more about curating a style or a flavour than adhering to a rulebook. In the same way that a 1932 Ford can be turned into a hot rod with any number of tweaks, each of these two Beetle categories is open to a wide range of personal interpretation.

Take this little brown Bug, belonging to North Vancouver VW specialist Geoff Peterson. Based on a 1957 car, it has a bored-out 2.33-litre air-cooled four-cylinder that makes around 200 bhp, and it's seriously quick. With pizza-cutter front tyres up front and drag slicks out back, it'll run low-12-second passes all day.

slicks, the front goes light, and the little car rears back on its haunches.

"I'd take it to the Friday night drags," Peterson says, "We were always looking to beat the 5.0-litre Mustangs."



The California Look dates back to the mid-1960s, slightly ahead of the Beetle craze brought on by Disney's 'Herbie' movies. Centred around Orange County in Los Angeles, So-Cal tuning pioneers started turning their Volkswagens into dragstrip champions. Cars were stripped of anything deemed unnecessary, with lowered, raked suspensions and minimalist bumpers. When Herbie arrived to broaden the popular appeal of a quick Beetle, people started buying tuning parts out of L.A. and the California look exploded.

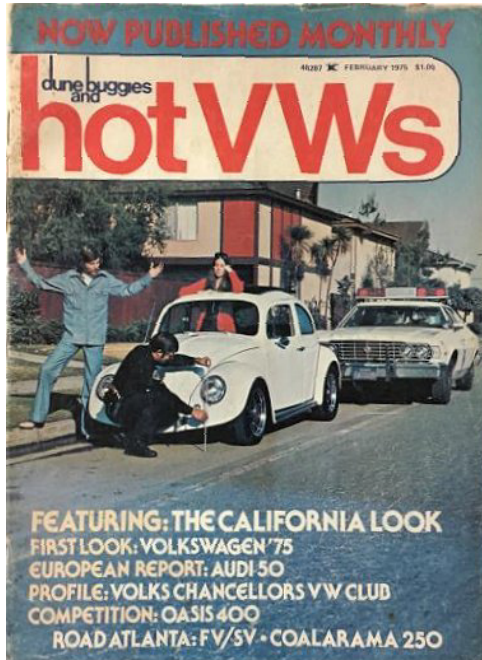
At the first Bug In, held October 20, 1968, Volkswagen owners from all over gathered to show off, swap parts, and drag race each other down the strip. Racing was at the heart of the culture, not much different from the earlier hot rodders and their deuce coupes, nor the later explosion of import tuners and their hopped-up Honda Civics. Beetles were cheap, easy to work on, and you could make them faster with every sliver of weekly paycheque you put aside.

VWs in the 'street' Cal-Look style, with chrome removed, lowered stance especially at the front, BRM



wheels (wide at the back) with red- or blue-wall tyres and very strong hot-rodged engine evolved through the small but parochial VW clubs of Los Angeles. These clubs were much like hot-rod or motorcycle clubs, with their own strong culture almost like a 'gang.' While many had conventional names such as various 'Volksters', 'Dukes' or 'Cruizers' clubs, the most distinctive and competitive had pseudo German names. The most famous and influential was Der Kleiner Panzers.

The definitive style of the California Look was nailed by the February 1975 issue of Hot VWs magazine. The cover featured the white '63 custom Beetle of Greg Aronsen/ Jim Holmes, pulled over by a police cruiser and measuring the height of the headlamp, while a feature articles described the style in detail. While elements of Cal-look have changed over the years, sometimes enthusiasts return to this issue for new inspiration. It is the most sought-after and expensive of all the issues of Hot VWs published over more than 50 years.



California-style Beetle tuning is an enduring phenomenon. It continues today, but has evolved from its grassroots beginnings to more collector-oriented enthusiasm. Beetle fans obsess over period-correct details and hard-to-find OEM parts. But they're still eager to get together for swap meets and drag-racing, same as it was in the 1970s.

For the most colourful 1990s-era Beetle enthusiasm, we have to cross over to Germany. A one-make, one-model racing series based around the Super Beetle (called the '1302' and '1303' in European markets), the Käfer Cup put high-powered track Beetles racing door-to-door at various circuits. 'Käfer' is of course German for 'Beetle.' These were serious racing cars, fitted with cages, racing slicks, and whatever power could be eked out of the latest air-cooled VW engines



produced, usually based on the bigger VW 411/412 engine (shared with the Porsche 914). While the Super Beetle sedan ended production in 1975, torsion-bar Beetles were made up to 1978 in Germany and sold in Europe right up until the mid-1980s thanks to imports from Mexico.

While the British also had a Beetle racing series, based on 1600-engined Beetles of both torsion-bar and strut types, the German racing Beetles are much more serious affairs.

Consider the 1303 of Rolf Holzapfel Tuning, built in 1992. It featured a five-speed Porsche 911 gearbox, Porsche-pattern BBS three-piece wheels, and a hybridized Type IV 16V engine that was co-developed by Erhard Melcher of AMG. It made a reliable 240 bhp, and was immediately dominant.

Naturally, the style of the circuit carried over to the street-going Beetles belonging to those who sat in the grandstands of Käfer Cup races. This red example, belonging to Hagerty's own Dave Hord, embodies most of the elements of a German Look car.

Dave doesn't have an obsession as much as a Beetle infestation. He's built dozens of VWs over the years and is currently working on restoring the Beetle he drove when he was eighteen. "I've started off wrong here immediately," he says, noting that this car is a 1969 torsion bar Beetle, and not the later strut 1303.



But the details are there. Essentially, a German Look car should be the Beetle as if it were produced by Porsche. Large, modern Porsche wheels are essential, as well as a highly tuned high-tech engine, usually based on the later Type IV VW-Porsche motor and fitted with electronic ignition, fuel injection, dry sump and exotic cams and valve train systems. While California look cars are often lowered and reflect US VW drag cars, the suspension of a German Look Beetle is intended to perform in the corners. Custom-made pieces and items borrowed from the Porsche catalogue are common. Porsche brakes are also must-haves.

Where Peterson's Beetle is perfect for a quarter-mile blast, Hord needs his cars to tolerate distance - he drives roughly 65,000 km every year. The California Look Beetle was a dopamine firehose; Hord's German Look machine is delightful in its usability.

What's it like to drive? Take all the performance of a modern car, perhaps a Boxster, and then drop a joyful Beetle shell over top. The engine, a 2.1-litre air-cooled four-cylinder, makes just 150 hp but the car is relatively light, and you get to play with the whole tachometer without attracting unwanted

attention from die Polizei. What's really phenomenal is the sheer level of grip, which seems at odds with the Beetle's tallish shape. It's like driving a weaponized highchair.

Like the California Look, subtlety is a hallmark of a proper German Look Beetle. The rally-style lights and plaid accents for its Porsche seats say more about Hord's particular build signature, but the blacked-out trim and badging are German Look essentials.

Both cars epitomize the Beetle's flexibility as a platform for expression. One is a stoplight dragster's dream, steeped in golden-hued 1970s California nostalgia. The other is a highly functional and well-engineered daily driver that's about a thousand times more fun than any modern Volkswagen. And most modern Porsches.

In Australia, Steve Carter and his son David have local versions of The German Look. There it's called Aero Look and feature mudguards designed by Richard Holzl in the 1990s and sold by Vintage Vee Dub Supplies.



Both cars are 'L Bugs,' the local nickname for the Superbug L (known in Europe as 1303S). Both cars feature Porsche brakes and Porsche suspension parts, larger wheels and tuned motors etc.

A Beetle can be anything. Your wrench is its paintbrush. If you had one, what would you create?

Brendan McAleer, Hegarty's Auto News

Submitted by Steve Carter



VW Golf Country.

The second-generation (Mk2) Volkswagen Golf entered the world in 1983 as a compact car with spacious shoes to fill. Its Giorgetto Giugiaro-designed Mk1 predecessor had all but invented the hot hatch market with the Golf GTI, its motorsport versions found success in rallying, and the base models followed in the Beetle's footsteps to become one of the most ubiquitous use-case automobiles in the world. The Mk2 Golf will never receive the first-born's popularity for starting the party, but back in its time as a new car it managed the difficult task of living up to its legacy by selling well and incorporating new, practical engineering solutions into an updated but familiar package.

The most notable new tech was the optional of more drive wheels. The Syncro model introduced four-wheel drive (4WD) to the Golf platform in 1986, and in that same year Volkswagen Motorsport demonstrated the front-wheel drive's continued potential with a strong showing in the WRC, competing and winning with the GTI in the inaugural season of the Group A category-and as we all know, the Volkswagen automotive umbrella had already proven the remarkable capabilities of 4WD with the Audi Quattro in Group B.

Developed in collaboration with the Austrian manufacturing giant Steyr-Daimler-Puch (a company whose off-road credentials include 6x6 military vehicles, the original G-Wagen and the VW Transporter Syncro), the 4WD version of the Golf would eventually lead to a high-performance rally-inspired model (the aptly and bluntly named Rallye), as well as the other unique variant pictured here, the Country.

Making its first public appearance at the 1989 Geneva Motor Show, the positive reception to the Country helped



propel it into production, but only for two model years and to the tune of just 7,735 units. There are far rarer cars to be found (or not) out in the world, but given the total production of the Mk2 Golf came in at around 6.3 million units by the end of production in 1992, the Country has become one of the most collectible classic Golfs of any generation.

And in its day it was something of an innovation, offering a combination of sensible city car and off-road capability thanks to the Country-specific modifications to the chassis and suspension. The Country was never intended for formidable rock-climbing routes or fording windshield-depth rivers at speed, but it was perfectly capable on snowy mountain passes, sandy beach roads, and of course for doing hooligan-minded donuts in dirt parking lots or on the lawns of enemies.



To build the Country, Volkswagen turned again to Steyr-Daimler-Puch, where Syncro-equipped Golfs were sent from the Wolfsburg factory to have their Country-specific fittings. There, the Golfs were toughened up for all-terrain with skid plates, subframes, brush guards for the front end, an externally mounted, swing-down spare wheel carrier over the rear hatch, robust plastic fender flares and body moulding all around, as well as a rather dramatically increased ride height with long-travel suspension. The example pictured here shows the model's launch specification, painted in Montana Green Metallic (the Country's concept was referred to as the Montana early on), with a sport seats-equipped interior upholstered in Montanakaro cloth, and rolling on the original dark grey Speedline alloys.

The Country wasn't treated to the higher-performing four-cylinders in the GTI nor the supercharged variant fitted to the Rallye, but the little naturally aspirated 1.8-liter is just powerful enough to make the car capable of merging onto the highway and enjoyable enough to play rally driver on the looser surfaces, as demonstrated by the young owner of this car in the muddy fields we found for this shoot. Plus, this one's a five-speed manual, which ups the fun above more powerful and more modern automatics.

The 4WD system on the Country is not a permanent one, and whenever it's cruising down the road normally it's doing so via the front wheels alone; the viscous coupling and the diffs are set up to send just about half of the torque to the rear wheels when conditions cause wheel slip on the front end. It's not a full-time 4WD rally car offshoot then, but the Country is an enjoyable thing to toss around off the asphalt, and while everything about it seems firmly rooted in the



1980s-the color scheme and livery especially so-the Country can also be seen as one of the first crossover vehicles, and a genuine example of one at that. But should we celebrate something that helped pave the way for one of the blandest modern automotive segments?

Its modern equivalents are mostly banal, blobby compromises, but the Country did justice to the idea of merging two types of utility under one body, and it does so with the kind of aesthetic that recalls the 1980s aftermarket, but with the fit and finish we expect from OEMs. The Golf wasn't enlarged and stuck on top of a shared platform, it retained its compactness and defined lines, with its split personality coming by way of visible augmentation-it's got something of a civilized Mad Max look to it, the kind of car for former accountants to roam the wastelands in.



Today, the Country is the type of car that fits in perfectly with the Radwood crowd, but its historical significance is more interesting than its period-perfect appearance. This was a pretty avant garde car, and although it wasn't produced in huge quantities, it expanded the reach of one of the most democratic cars ever built and the out of the box thinking that created this thing helped change the perception of what a compact car could be. Sure we're being a little sentimental and dramatic, but this was a truly unique creation. It's better appointed than a Fiat Panda 4x4 and less of a commitment than a Land Rover. It sits in between (though certainly closer to the Panda), filling a space that didn't exist before, and representing to this day one of the better executed mash-ups on four wheels. What a pity it was never sold in Australia.

Dennis Noten, petrolicious.com

1945 Type 51.

Car number: 1-053-238. Built 16-11-1945
Owners: Dr Andrew and Mrs Brenda Paterson



This car was imported into Australia by the Federal Government

as part of the reparation process at the end of World War Two for local assessment. It was one of two cars, the other being a normal Type 11 sedan.

The Type 51 is a sedan body installed on a Kubelwagen floorpan, built in November 1945 while the British army controlled the VW factory. The front suspension is modified to give higher ride height and the swing axles at the rear have reduction boxes. The 1131 cc motor develops 25 bhp and the differential is self-locking.

The Canberra Times recorded the arrival of the two VWs on Tuesday September 2, 1947 for appraisal with a view to local manufacture.

The two VW's were later sold at auction by the Commonwealth Disposals Commission in Melbourne in 1949. The advertisement for the auction read:

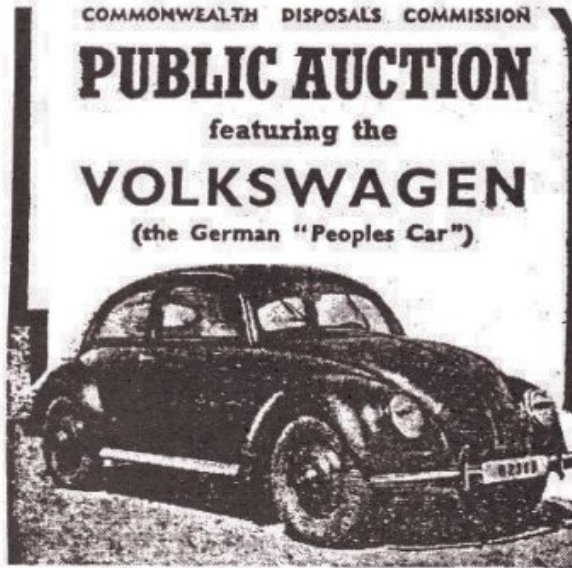
"Two Volkswagen sedans, 4 cylinder, 10 HP. Fitted with left hand drive. Each with a large quantity of spares. One Volkswagen in "equal to new" condition, one with mileage of approximately 8,500 miles but in first class condition".

The Richmond River Express and Tweed Advertiser announced the auction thus:

"Two German Volkswagen cars, imported for Australian manufacturers to study will be sold at auction this month. Australian manufacturers able to make the cars can obtain plans and specifications at nominal cost, said an official of the Post-war reconstruction Department today. The 10 HP Volkswagen was originally in Hitler's Germany as a low cost people's car. They are now made in Britain and sell at 300 pounds sterling or 375 pounds Australian." (Monday 7 February 1949.)

On the 23rd of February the same paper reported: "Two Volkswagen sedans, the only models in Australia of Hitler's "people's car" drew a record crowd of 2000 to Tottenham Disposal depot when they were auctioned for 580 and 470 Pounds. They are 1940 models." This was incorrect, they were both 1945 models.

One of the VWs, according to the paper had travelled a mere 580 miles, the other, now thought to be the Paterson car had done 10,000 miles and was probably not new when imported. The purchasers, Mr F Bentley a farmer from Rupanyup in Victoria and Mr C Smith were pictured in the Richmond River express and Tweed Advertiser, proudly inspecting their VWs. The late Bill Moore, a well-known



THE ONLY TWO VOLKSWAGENS IMPORTED INTO AUSTRALIA

will be offered at auction, together with a large quantity of Volkswagen Spares, many other motor vehicles and a wide range of miscellaneous materials, at

**Tottenham, Victoria
Tuesday, February 22**

The Volkswagens, as illustrated above, are rear engine cars, with seating capacity for four adults. One of these models is in equal to new condition. The other has done a road test in Australia under various conditions and emerged trouble free. The roadability of the car is excellent with, due to low gravity and independent springing, an absence of dragging and skidding. The maximum speed is 65 m.p.h., and the average petrol consumption through all gears 38 m.p.g.

VW owner, author and researcher tracked down a daughter of Mr Bentley who had clear memories of the car he purchased. Its present whereabouts or existence is unknown.

In his well-researched "Battle for the Beetle: The untold story of the post-war battle for Adolf Hitler's giant Volkswagen factory and the Porsche designed car that became an icon for generations around the globe" Karl Ludvigsen (Ludvigsen, K. 2000:241) refers to the cars :

"There is some evidence also that two 1945 VW Beetles were brought to Australia by the military shortly after the end of the war" wrote two Australian VW researchers, Phil Matthews and Dave Long in their 1993 book, 'Knowing Australian Volkswagens.'" He continues, quoting them: "One was in near new condition, the other having been put to an extensive road test by the Army. These two cars, together with a large quantity of VW spares, many other Army vehicles and other

miscellaneous materiel, were auctioned by the Commonwealth Disposals Commission in Tottenham, Victoria in February 1949. The components of one of these vehicles, in derelict condition survive today in the collection of Graham Lees, proprietor of Brookvale Spares at Brookvale in Sydney. He has checked particulars with Wolfsburg, who confirm the car was constructed in October 1945, in the first post-war batch of 1,785 cars."

Ludvigsen also makes detailed reference to the role of Australian General Motors Executive Larry Hartnett in the



process of visiting the factory and arranging the shipment of the two VWs to Australia. The names of the two ships carrying the cars were the SS Glenstrae and the SS Troilus, departing Antwerp (Belgium) in March and June 1947 respectively.

Articles on Lawrence Hartnett and his VW connection, and Bill Moore's extensive research on the 1945 VWs - the first VW sedans to ever come to Australia - and the surviving Type 51, were published in the April 2019 issue of Zeitschrift which you can download here:

www.clubvw.org.au/media/zeitschrift/2019/april-2019/

While the current whereabouts of the Type 11 sedan are unknown, this car was discovered in very poor condition in the 1970s on French Island off the Victorian coast in a dump, and retrieved by two enthusiasts to the mainland. One of them, Graham Roberts advertised it as "an old Volkswagen" and it was purchased in 1988 by Graham Lees of Brookvale spares in Sydney who obtained an original build sheet from the factory. He sold the VW to Andrew Paterson in May 2008.

The grandson of Mr C Smith who bought this car at a Government auction in 1949 recalls many conversations with his grandfather about the car. He recounted to Andrew Paterson that his grandfather described the car as a Typ 51 and referred to its higher suspension and matt black paint. He also remembered that his grandfather had had the VW re-upholstered in red vinyl, some of which was still present when the restoration commenced.



Mr Smith also recalled that the car had been re-assembled for the auction having been taken apart for analysis by the Australian Government war reconstruction Department. The grandson of Mr Smith remembered that his grandfather had also referred to problems he had encountered with burnt exhaust valves with the car, leading him to replace them with motorcycle valves which are still present in the engine which is in the car.

The person who retrieved the VW from French Island confirms this as the 1946 motor in the car was in place at the time he took possession of it in 1988.

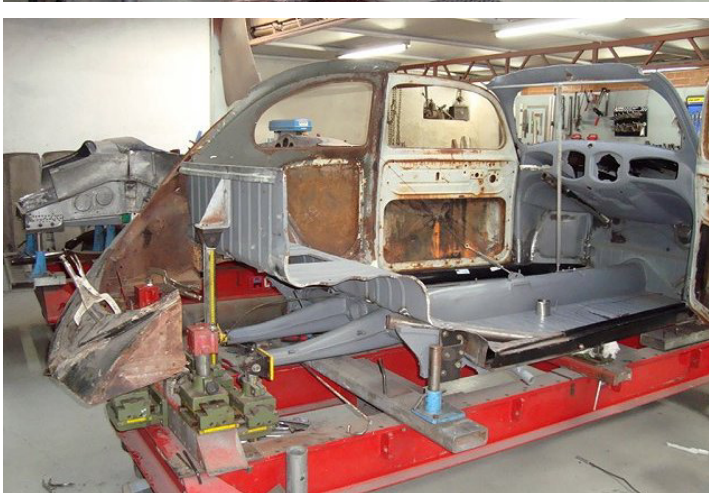
Motor vehicle records from Victoria Australia, where the VW spent its life also confirm this engine to be present when it was first registered for road use. It is therefore likely that the engine was installed in Germany before the car was exported to Australia.

The restoration has been complex and the car is now in original condition, returned to its left hand drive configuration as it arrived in Australia. The body shell was completely dismantled and re-assembled by Mark Scott in Willunga, South Australia and is painted in matt black as it left the factory. Following are many photos of its long restoration to as-new condition. It is one of very few Type 51s known to exist world-wide.

Dr Andrew Paterson

Article and photos submitted by Carl Moll













Porsche Type 60s, had been built in small numbers in 1939 for the Nazi hierarchy and later as wartime Red Cross cars. No cars reached the general public before war broke out.

While almost all of the 1945 British-made VWs were normal Type 1 sedans, a handful were special models called the Type 51. These were based on the wartime Kübelwagen and Schwimmwagen military versions of the VW, with Porsche's Type 1 Beetle aerodynamic body shell put back on top.

With the long-term future of the VW works in doubt, examples of the VW were sent to the US, Canada, Norway, the UK

and Australia for production consideration as part of the war reparations deals. Two VWs were sent to Australia in 1946 in a deal with the Department of Post-war Reconstruction, one of them a normal Type 1, and the other a Type 51. They were the first ever Volkswagen sedans to arrive in Australia.

The VW now in a shed in Chandlers Hill came off the production line in October 1945, just five months after the conclusion of the war, and the following year arrived in Australia, where it was completely dismantled by the Australian Army for a technical appraisal. As in other countries, the Australian government decided that the VW was too unconventional and expensive to produce (with a high content of aluminium alloy) to ever find a local market. Who would have thought it would become the world's biggest-selling car one day?

Instead, the more conventional 6-cylinder Holden would become Australia's national car, launched in 1948 and built by General Motors. The two VWs had completed their mission and were sold at auction in 1949.

The fate of the normal Type 1 is unknown. However Paterson's Type 51 would be bought by a Colin Smith of Sydney, who used it for many years before it was passed on through several owners. By the early 70s it was a mess, sitting in a wrecker's yard at French Island off the coast of Victoria.

A VW collector, Graham Roberts, saw that it had the split rear window of early models and bought it.

Beetle Mania.

How a banged-up VW, restored in a suburban garage on the edge of Adelaide, holds the key to unlocking Australia's alternative motoring history.

The Adelaide Advertiser SA Weekend, 3-4 July 2021

It could have been the Australian people's car. In the aftermath of World War II a plan was hatched to make the VW Beetle our national car. Today, the Beetle that was at the centre of that historical moment has been found, and restored in Adelaide, and is expected to soon take its place on the national stage as an exhibit at the Australian War Memorial.

The story of how that car came to Australia and lived to tell the tale can be told thanks to enthusiasts like South Australian car restorer Dr Andrew Paterson, of Chandlers Hill in Adelaide's southern outskirts.

The history of the car began within the bombed-out ruins of the original Volkswagen factory in Wolfsburg, near Hanover in Germany. It was 1945 and the British forces occupying northern Germany were looking for a place to repair their vehicles. At Wolfsburg they found both a ruined factory and a town full of starving people who were once its employees. It was a giant factory in a specially constructed city aimed at producing Hitler's promise of a people's car before war broke out.

A British officer, Major Ivan Hirst, realised that rather than simply repairing their vehicles, the factory and the people of Wolfsburg could also be put to work making the VW developed by Ferdinand Porsche in the pre-war years. Amazingly, most of the VW's tooling and production machinery had survived the war, despite more than two thirds of the works destroyed by Allied bombing.

By September 1945, even before the factory had its roof back on, Type 1 VWs were coming off the production line. The ungainly Beetle had finally come into existence, built under the guardianship of the British. The only previous examples, known as 'KdF-Wagens' or





A strange thing happened as he was on the ferry back to the mainland with the VW on a trailer. The ferry operator said: "You know, that's Australia's first VW."

He didn't, but the ferryman proved it by peeling off some of the paint to show him the original matte black duco on the car, specific to the post-war VW originals.

It spent the next 35 years in storage, but as more of the story of the VW was uncovered it intrigued Paterson and he bought it, still unrestored, from Sydney VW collector Graham Lees in 2008.

Paterson had been restoring and racing cars for his whole life, starting with a Model A Ford he bought on the day he turned 16. He moved on to MGs, Minis and Wolseleys, and his prowess as a classic car restorer grew until his series of restorations of run-down 356 Porches bought from the US, selling for up to \$350,000 each, earned him a name among wealthy car collectors.

Paterson said he found restorations a respite from his busy and stressful other life. And that has been quite a life.

What started out as a career as a Methodist minister was gradually up-ended through his connections with the protest movements of the 1960s and 70s, which first came to public attention when he was Flinders University's chaplain.

In 1972 his name was spread across the nation in those still-wowserish times when he was reported in *The Advertiser* and then the front page of *The Australian* as the minister in an obscenity case, testifying that he regarded four-letter words as part of general usage among students - and even used them himself.

By then he had been caught up in the Vietnam moratorium campaign, and even more notably in the Springboks South African rugby tour protests. At Norwood Oval in 1971, a demonstration Springboks game turned into a riot when thousands of anti-Apartheid protesters disrupted the match, held back by 500 police. Paterson was one of the protest's instigators.

He recalls the day after his arrest at the Springboks match, Sir Donald Bradman summoned him to his city office. Was it possible, The Don wanted to know, to go ahead with the South African cricket tour that summer? Paterson said no

and at its next meeting, the Australian Cricket Board abandoned the Test series.

By 1974 Paterson had a degree in psychology and was studying social work at Flinders University.

The Department of Community Welfare asked if he would help work with troubled young people becoming involved in drugs, and that led to another role, establishing Crisis Care, dealing with domestic violence cases in partnership with SA Police.

Paterson decided it was time to resign from the Methodist church and become a social worker.

He would go on to run the Mobilong Prison, and later supervise masters students in social work at Flinders University. More recently, after completing his PhD

in social work in the justice system in 2018, he became a part-time lecturer at Flinders University's Law School.

Through all his busy life, Paterson has continued the slow and painstaking process of car restoration. Two Series 1 Land Rovers coming back to life next to the VW speak to that.

There were also the racing years, starting with lightweight MG TFs and ending in Formula 2-era racing cars.

Starting in 2013, the Type 51 VW was completely dismantled and each component recorded and rebuilt, item by item.

A VW club member and history boffin from Nowra, the late 'Country Buggy Bill' Moore, had done extensive research on the two VWs imported in 1946 and been to Europe to check the car's original serial and engine numbers from the factory data sheet. He found the documentation that authenticated its travels to Australia.

Things slowly fell into place. The original engine was still in the car, and was able to be freed up and restored along with its original Kübelwagen 'crash' gearbox. Incredibly, missing parts of the Type 51 could still be found, largely because of the popularity of restorations of the wartime Kübelwagen. Type 51 Beetles were built on the Kübelwagen base, which gives this model a self-locking differential and high clearance for cross-country use.

A dealer in Belgium proved invaluable for finding everything from a new steering wheel to an original jack and crank. Yes, the original 1131cc VW could be hand crank-



started.

A replacement transaxle, unique to the Type 51, was located in Poland. An original 1945 petrol tank was also found, as were replacements for the original twin battery holders left over from the Kübelwagen.

Bakelite fittings and speedometer, and even a gearstick knob with the original dimple and VW 'KdF' logo, a VW circled by a cogged wheel, were still available. Reproduction hubcaps were among the rare resorts to non-original parts.

The most challenging was restoring the paintwork, the satin-finish matte black body colour. An Adelaide paint shop had to learn the technique. It was the most expensive part of a very expensive restoration.

Nonetheless, the car, built in the ashes of the Third Reich, was no subject for a concours d'élégance. Paterson says he was careful to keep to its original build quality and resist the temptation to go further.

The very simple seats of tubular steel were reupholstered when he was tipped off that a bolt of cloth specially ordered for another restoration on an early VW was surplus to requirements.

Paterson knows of just three Type 51 VWs in the world - one in the US, another in Germany and this one in Adelaide.

When Porsche's then chief of quality control, Bernd Hemminger, visited Adelaide a couple of years ago, he was sufficiently intrigued to make an inspection. He described it as a highlight of his visit.

Once the car was complete, in 2019, Paterson decided to follow his usual practice and put it on the market through an Adelaide classic car retailer. However, as the international inquiries came in, he realised its importance to Australia would not be recognised if it was sold overseas. He decided it was the kind of car that should not leave Australia's shores.

"I did not want it to end up in some wealthy orthodontist's private garage, brought out for show once a year," he said.

He withdrew the car from sale, although one happy outcome was that the advertisements were noticed by Jeff Brown, grand-son of the original 1949 buyer at auction, and with his help Paterson was able to flesh out more of the VWs life in Australia.

Next, he approached the National Motor Museum at Birdwood. He said the curator there suggested that acquiring it would be beyond their resources and instead he should talk to the National War Memorial.

There, the curators reported back after a fortnight and said they wanted to have it as an important item signifying Australia's involvement in the aftermath of the European war and Germany's reconstruction.

"They said it was significant in three ways," Paterson says. "It was built by the Allies; secondly it came to Australia at the behest of the government, and thirdly they auctioned it when they finished with it. So that's where it will end up."

Not only had the VW been sent to Australia for consideration as our national car, but an early inspection of the car and the Wolfsburg plant had been made by Australia's pioneering car maker, Laurence Hartnett. Hartnett, general manager of General Motors Holden in the 1930s, was made Australia's director of ordnance production during the war.

Hartnett did not think the VW was economic for Australia, at least not in the small production numbers envisaged, but his enthusiasm for an Australian-built car

helped precipitate General Motors' decision to build the Holden in Adelaide from 1948. He went on to build his own Australian cars before introducing the first of the Japanese runabouts, the Nissan Bluebird, to Australia in the 1960s.

Paterson has restored and sold more than 40 cars, most of them Porsches, and in his own garage is parked an Aston Martin Vantage and a not-half-bad Mercedes 350, but he says he definitely does not have the resources or the tax problem to gift his VW to the museum.

Instead, a longwinded process of negotiation, common to many public gifts, has begun. The restored VW has been examined, documented and valued from recent sales around the \$300,000 mark and the museum is in search of a suitable patron who might be persuaded to buy the car as a future exhibit.

One other possibility, if the War Memorial procurement fails to proceed, would be for Volkswagen Group Australia to purchase the Type 51. VWA boss Michael Bartsch is an enthusiast of historical VWs and recently bought the well-known 'Regel' 1951 Beetle, one of the first privately imported VWs in Australia, as the foundation of a new collection. Perhaps the Type 51 would be an ideal addition.

For now, the car sits in its garage, fired up for the occasional outing, and would be just another VW except for its matte black paintwork, its knobby 16-inch tyres, and its long, long slice of VW history.

Tim Lloyd

Article submitted by Carl Moll



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leather seats with Walkinshaw branding, underbody styling elements, extended decals, electrically adjustable front seats with a heating function, electrically folding mirrors, built-in sat-nav, and a tuned twin exhaust with side-piping out the rear (cool), as well as a sail plane bar over the tub, which gains a five-piece liner (useful).

The Amarok is starting to show its age, though. The multimedia screen seems tiny, dwarfed by the Amarok's expansive dash, and the analogue elements feel left behind compared to the rest of VW's heavily digitised range. The lack of push-start ignition, fully keyless entry, and LED headlights is particularly jarring at this price-point, too.

Amarok W580.

Australians love a good performance variant. We also love utes. You can probably see where I'm going with this.

We love both these things so much we're one of the highest per-capita consumers of performance variants in the world, and utes frequently vie for top spot in our highly competitive market.

Since the demise of local manufacturing, and thus the death of the car-based ute in Australia, on-road performance utes have given way to off-road-focused halo variants, most famously Ford's Ranger Raptor.

But thanks to a collaboration with local tuning outfit Walkinshaw, this new VW Amarok variant, the W580, looks set to change this, with a key focus on the tarmac, rather than on the rough stuff.

How does it differ from its rivals and who is it best suited for? We borrowed one to find out.

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

It seems apparent, at least at a glance, that the W580 is gunning for its popular off-road-focused rivals, with which it competes directly on price.

Split into two variants, the entry-level W580 (think Highline spec) at \$71,990, and the W580S (think Ultimate spec plus some) at \$79,990, the Walkinshaw Amaroks want your money over something like the Ford Ranger Raptor (\$77,690), Mazda BT-50 Thunder (\$68,990), and the Toyota HiLux Rugged X (\$64,490).

It's clear from one look at the inclusions, though, that the W580 is a bit of a different beast. You'll see no off-road accessories included here, with the star feature being a re-tune and re-balance of the suspension, a wider tyre and wheel combination with matching flared guards, an entirely restyled front fascia complete with Walkinshaw-branded LED fog-lights, and a host of aesthetic touches to remind you this particular Amarok has had the local tuning outfit's hands all over it.

This of course adds to the standard stuff you'd expect on a Highline, like bi-Xenon headlights, dual-zone climate, paddle shifters for the transmission, and a 16-cm multimedia screen with Apple CarPlay and Android Auto connectivity.

The top-spec W580S gets all of this, plus Vienna

Is there anything interesting about its design?

The W580 has to be seen in the metal to be appreciated. The pictures don't quite capture the menacing stance of this truck, helped by its Walkinshaw enhancements.

To accommodate its massive wheel-and-tyre combination, which is one-inch wider than the standard fare, the W580 has a 23mm offset alteration with those matching guards. The more I looked at the mean 20-inch alloys (clad in Pirelli Scorpion A/T tyres), the more I thought they suited it, and as a bonus they're no heavier than the wheels which come standard on an Ultimate as they are forged alloys.

If you want the full show though (and we know customers at the high-end of the ute market do), you really have to splash for the 580S which matches the mean front overhaul with an equally mean rear. The sail plane bar and twin side-piped exhaust really finish the image and make the package stand out from the Amarok crowd.

It all serves to make an already attractive package even better, at least when it comes to its exterior.



On the inside it just doesn't feel as special. Sure, you get plenty of Walkinshaw branding stitched into the seats and carpets, as well as a numbered build plaque on the transmission panel, but there has been no effort to make it feel a bit more bespoke. I reckon you need an R-Line steering wheel, different dash inserts, and some properly bespoke seats. Or at least a splash of colour to spice up the Amarok's grey-on-black interior.



How practical is the space inside?

The Amarok has always been practical and offers some key selling points over some of its more popular rivals.

The cabin is largely unchanged for this edition, with plenty of room and adjustability for front passengers, a large centre console with dual bottle holders, a large armrest console box, and a huge tray under the climate unit. There are also large bottle holders and trenches in the door cards, and a cutaway atop the dash with its own 12v power outlet for stowing devices.

Peering at the tiny screen from the driver's position isn't as fun, but at least it has easy-access shortcut buttons and dials for adjusting things without looking while you're on the move. The same can be said for its dual-zone climate console.

The width of the Amarok is useful for rear passengers, too. While legroom can be a little limited, the width is impressive, and the seat trim is particularly good when you consider it against its dual-cab rivals.

The Amarok's biggest selling point on the practicality front is its tray. With dimensions of 1555 mm (L), 1620 mm (W), and 508 mm (H), it's already among the best in the segment, but the party trick is that it will fit a standard Australian pallet between its wheel arches, which allow a width of 1222 mm. This remains true even with the five-piece tub liner in the 580S. For those interested, the W-series Amaroks have a payload of 905 kg for the W580 and 848 kg for the W580S.

Importantly, neither Volkswagen nor Walkinshaw wanted to mess with the Amarok's towing capacity, which remains at 750 kg unbraked or a competitive 3500 kg braked.

What are the key stats for the engine and transmission?

It might disappoint you to learn Walkinshaw didn't actually tweak the Amarok's already monstrous '580' 3.0-litre turbo diesel V6 for these special editions, but the argument is they really didn't need to, and it would have added unnecessary complexity to the project.

The 580 TDI V6, after all, is still one of the leaders in the ute segment when it comes to outright outputs (at 190 kW/580 Nm, with overboost to 200 kW when required). This will allow a 0-100 km/h sprint time of just 7.3 seconds, while maintaining the competitive payload and towing figures already mentioned.

The 580S variant adds a twin side-piped

exhaust system, which is said to add 1.6 dB of volume to the V6's exhaust note, but honestly it was tough to tell from behind the wheel. At least it looks neat.

How much fuel does it consume?

Amarok 580 V6 variants have an official/combined fuel consumption number of 9.5 L/100 km. Our alpine test drive which covered over 250 km in deliberately trying conditions would hardly be a fair reflective figure of what it would be like to drive one of these trucks every day, but most were returning around 11 L/100 km, still under the official urban figure of 11.4 L/100 km.

This is pretty good considering this engine's capacity and capability, especially since you could expect similar consumption figures from its less powerful four-cylinder turbo-diesel rivals.

Amarok V6 variants have 80-litre fuel tanks, granting a theoretically range of around 1000 km.

What's it like to drive?

You can turn your nose up at the lack of a power boost for this Walkinshaw-tweaked example all you want, but I can tell you the Amarok didn't need it. Instead, the tuning outfit has imbued an already fast ute with the handling it deserves.

This makes for quite a surreal experience behind the wheel, as the giant ladder-chassis swoops around corners on or off the tarmac with ease. Immediately you can feel how Walkinshaw has firmed things up, as on the straight, the W580 is a little jiggly, and bumps are felt with more immediacy, however the tune has nailed the re-bounce, so road imperfections don't mess with the balance of this huge ute.

Where it really shines is when you load it up in the corners. This is a ute which simply eats up bends like they are nothing. You feel the gravity take its toll, but even with road imperfections trying to rattle you free, the big grippy tyres and twin-tube dampers barely elicit a squeal.

Of course, the 3.0-litre V6 is a monster, drawing from a deep pool of torque to make for a relatively responsive and refined sprint when the accelerator pedal is down. It pairs nicely to the eight-speed torque converter, which provides predictable and linear shifts. The whole package has unbeatable refinement, too, the likes of which you won't find in any other dual-cab.

Drawbacks? While it doesn't feel as though this Walkinshaw tune has messed with the Amarok's off-road capabilities, it is worth noting how heavy the steering feels at





Our criticisms are mainly reserved for things which are to do with the Amarok's age. To be able to have a monstrous V6 version of a ute which is now over a decade old drive and handle this well is a true feat.

Tom White

Bonkers, but Brilliant.

low speeds with the extra tyre width. I would also have loved it if there was a more savage exhaust note, and still, this is no performance SUV when it comes to comfort and refinement (although it's nearly as close as you can get in a ute).

It's also no Raptor. While I doubt the Raptor would provide the kind of organic feedback this Amarok can in the corners, it is better at providing an impression of indestructibility from behind the wheel.

What safety equipment is fitted? What safety rating?

Safety has been an awkward topic for the Amarok for a while. A lot of it is to do with this truck's age. At over 10 years without a truly major overhaul, there's a distinct lack of active safety items. There's no auto emergency braking, lane-keep assist, blind-spot monitoring, rear cross-traffic alert, or adaptive cruise control.

Alarmingly for many buyers it's also missing airbags for the rear row. The V6 versions of the Amarok are not covered by an ANCAP safety rating, although their 2.0-litre counterparts carry a very outdated five-star assessment from a decade ago.

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

One of the benefits of this officially sanctioned Walkinshaw package is it remains covered by Volkswagen's five-year and unlimited-kilometre warranty. This is on-par with most of its ute competitors.

VW also offers capped-price servicing, but the cheapest way to own the Amarok is through the pre-paid servicing packages.

These can be chosen in either three-year or five-year forms, adding \$1600 or \$2600 to the purchase price respectively.

The five-year plan will save almost \$1000 off the recommended service pricing for the same period. Well worth it, and it can be rolled into your finance, too.

Verdict

The Amarok W580 is no true Raptor rival, but it shouldn't be.

Instead, this Walkinshaw-tweaked edition leans into the Amarok's best attributes, as a ute which feels the most like a passenger car of its cohort. For many buyers in cities, it will be an ideal alternative to the usual off-road focused top-spec rivals.



Hello everyone, I thought the following may get your attention. I have just been reading the August 2021 issue of Octane magazine and found this fascinating story in the Letters to the Editor section. I thought it would be a good story for the VW club magazine. All the best,

Phil Mass

Octane magazine, August 2021

I was fascinated to see the photo (below) in your feature about the Ferrari 750 Monza driven by Alfonso de Portago in the 1954 Carrera Panamericana (Octane 214) showing de Portago at Tuxla Gutierrez, Mexico, with my late great uncle, Prince Alfonso von Hohenlohe-Langenburg, and the beautiful Dorian Leigh, de Portago's girlfriend at the time.

Hohenlohe was a good friend of de Portago, with whom he shared a passion for the finer things in life, including some of the most beautiful women of the time. They also happened to share a godfather and namesake, King Alfonso XIII of Spain.



Hohenlohe first competed in the Carrera Panamericana in 1952 (aged 28), the same year he had established the first Volkswagen distributorship in Mexico. The story goes that he was invited by Dr Ferry Porsche to add his latest model, the 356, to his agency, and when the two first examples arrived - a Coupé and a Cabriolet - he invited friends Philipp Constantin, Count of Berckheim (fresh from his Mille Miglia class win), and Prince Alfons von Metternich-Winneburg, also a veteran racing driver, to compete alongside him and publicise his new

distribution agreement.

Unfortunately, the Coupé driven by Berckheim and Hohenlohe retired with mechanical troubles on the second day, but the Cabriolet driven by Metternich and Teffe finished 25th overall and eighth in class, at 83 mph (133.6 km/h).

Hohenlohe's business acumen returned for the 1954 edition, where the photo with de Portago was taken. He had decided the race would be the perfect way to promote the VW brand in Mexico, where American cars dominated the market and few knew of it. As a result, enlisted alongside de Portago's Ferrari 750, various Mercedes 300 SLs and the like, Hohenlohe entered seven VW Type 1 Beetles for the race.

This was a clever marketing campaign except for one important detail: drivers needed to maintain an average speed of over 50 mph (80.5 km/h), which proved difficult for the Beetle's 1200cc, 36-bhp engine. And so the team hatched a plan: the seven Beetles would run bumper-to-bumper (as shown in the photo), to cut down air resistance and surpass the average speed requirement.



Amazingly, it worked. The VWs averaged over 60 mph (96.7 km/h), above VW's listed maximum speed for the Type 1 Beetle, and caused some envious onlookers to suggest they had been fitted with Porsche engines. All seven cars finished the race and a subsequent inspection confirmed that the engines were indeed genuine.

The race established the VW Beetle's reputation in the country as a do-it-all car that would run like clockwork.

Miguel Solo, London

Article submitted by Phil Mass

Prince Hohenlohe at the Panamericana: The Race that Made the Beetle a Mexican Star

VWVortex, May 2017

Volkswagen has long done well in Mexico. With a plant in Puebla churning out the people's cars and a longstanding love affair with the Beetle (the last ever Beetle was made in Mexico) there's real VW love down Mexico

way. It wasn't love at first site, though. As with many markets, Mexicans were initially suspicious of the little Beetle and its little engine. To convince the people that the Beetle could keep up with the best, Prince Alfonso of Hohenlohe-Langenburg took seven Beetles to the world's most dangerous race: la Carrera Panamericana.

Only run on five occasions, the Carrera Panamericana was a road race devised to celebrate Mexico's completion of its section of the Pan-American Highway, a network of roads running across the Americas. Organized by the Mexican government, the first race took place in 1950, running from American border to the Guatemalan border.

As a result of its starting location, near Texas, the race was immediately attractive to American race car drivers, though racers from around the world were eager to join. The race was broken down into nine legs and took place over the course of five days and was run almost entirely along the 2,200 mile stretch of newly built Pan-American highway.

Immediately the race was a hit and also a hazard. In the first year, four people died (including one spectator). The spectacle and the prize money, though, garnered local and international attention. The prize of 150,000 pesos (the equivalent of about \$150,000 today) was won by Hershel McGriff, who raced an Oldsmobile 88 that he paid the equivalent of \$14,000 for. By 1954, though, the race was largely run by professionals in Ferraris and Mercedes 300 SLs and attracted big crowds.

As a result of the race's popularity, not to mention its difficulty, it was the perfect venue for VW to show how good its Beetle was. Mexicans were skeptical at first of the little Type 1 when it first arrived in 1954, since they were mostly used to big American sedans. Seven Beetles, therefore, were entered in the race to prove that they could cut the mustard.



And so it fell to Prince Alfonso Maximiliano Victorio Eugenio Alejandro Maria Pablo de la Santissima Trinidad y Todos los Santos zu Hohenlohe-Langeburg (to use his full name), who had entered the Beetles, to lead a line of Beetles in the Panamericana. To compete in the race, though, drivers needed to maintain an average speed of 50 mph (80.5 km/h). That was no great difficulty for the winning V12-powered Ferrari (which averaged 107.93 mph (173.8 km/h)), but for the 1192cc 36 bhp Beetles, it wasn't exactly a given that they could even qualify.

So the team hatched a plan. The seven Beetles ran bumper-to-bumper, like geese, to cut down air resistance. The tactic worked and Prince Hohenlohe-Langenberg led his



other and ran like clockwork," Johnny Tipler, writer of *La Carrera Panamericana*, told *The Times* in 2013. The race had proven the Beetle's mettle, not only as a city car for Europe but as go-anywhere, do-anything car for North America, too. That success was quickly followed by the creation of Volkswagen Mexicana, S.A. and Distribuidora Volkswagen Central, founded by Prince Hohenlohe-Langenburg. By 1961 Beetles were being assembled in Mexico, and in 1962 the first Volkswagen plant was established in Xalostoc. Eventually, all the taxis in Mexico City would be Beetles, and the car would go on being built until 2003.

Beetles to the finish in 78th place overall averaging more than 63 mph (101.4 km/h). That wasn't exactly a blistering pace, but history would prove this to be a tortoise and the hare situation. The Beetles finished in the final eight spots, but all the same, they beat expectations. Members of the media, in fact, were so staggered by the pace that they suggested that the Beetles had been fitted with Porsche engine. Porsche had seen a run of success at the race in previous years (the Porsche badges 'Carrera' and 'Panamera' are references to the race) and the Prince's family was friends with Ferdinand Porsche, so hopped up Beetles weren't a farfetched idea. A professional mechanic from Texas was hired to inspect the cars, though, and determined that were indeed the standard engines.

More than just proving that the cars could keep up with traffic, though, Prince Hohenlohe's Beetles proved that VW made reliable cars. Of the 150 cars that entered the race, only 86 finished the 2,000-mile (3,220 km) race.

"The race put Volkswagen on the map because they sent half a dozen Beetles in '54 and they finished one after each

And all thanks in no small part to a race run 50 years earlier.

You can buy models of the Panamerica VWs, in various sizes and authentic colours and livery, from makers such as Greenlight and Rio.

The Panamericana, meanwhile, was cancelled the following year due to safety concerns. With seven people dying at the 1954 race and the 1955 Le Mans tragedy, the appetite for dangerous road racing wasn't strong enough for the race to continue. A Panamericana road rally now runs in much the same style as the Mille Miglia historic rally, attracting classic cars and enthusiasts from all around.

Beetle Mysteries solved - maybe?

I enjoyed Rod Young's article on Beetle Mysteries in the last issue. In response to his questions, here is my 2 cents worth.

No. 1. 1976 beetle heat flap. It's funny that you mentioned this one first because it's one of my favourite Volkswagen things. Air just doesn't kind of blow into your engine bay like other cars. It's sucked in by vacuum. Opening up a extra hole does make a difference. As the spring gets hot it expands and opens up the plastic flap. Ingenious, Germans are pretty smart and this little invention illustrates it.

No. 2. Bulge on 1974 bonnet. It's most likely there to stop cavitation or a wind whistle. It also looks good and probably adds extra strength. Mostly, bonnets are not the same between models.

No. 3. The holes in the rear apron are most likely there for heat expansion, as this panel gets pretty hot.

No. 4. Emergency 88 could come from sign language or in some countries the number 8 is bad luck.

No. 5. Fuel tank pipe extension. Even back in the day leaves and debris easily got into beetle petrol tanks. You don't really want that in your petrol.

No. 6. 50-42 vents. Most likely to stop water going into insulation foam in rear quarters.



No. 7. When converting cars from left to right hand drive it's very easy to get a notch in the steering if not done exactly. It would be perfectly calibrated, I suppose.

No. 8. The piece of of tinware around the pulley stops you from dropping things down into it. Stuff is drawn like a magnet into that void. Try getting your fingers into there on the side of the road.

No. 9. That cone in the exhaust is a flame baffle. At that stage of the engine, flames fly out.

No. 10. Twin preheat tubes. Two is always better than one.

No. 11. It is my understanding that German pea shooters don't whistle, only Mexican or Brazil ones do.

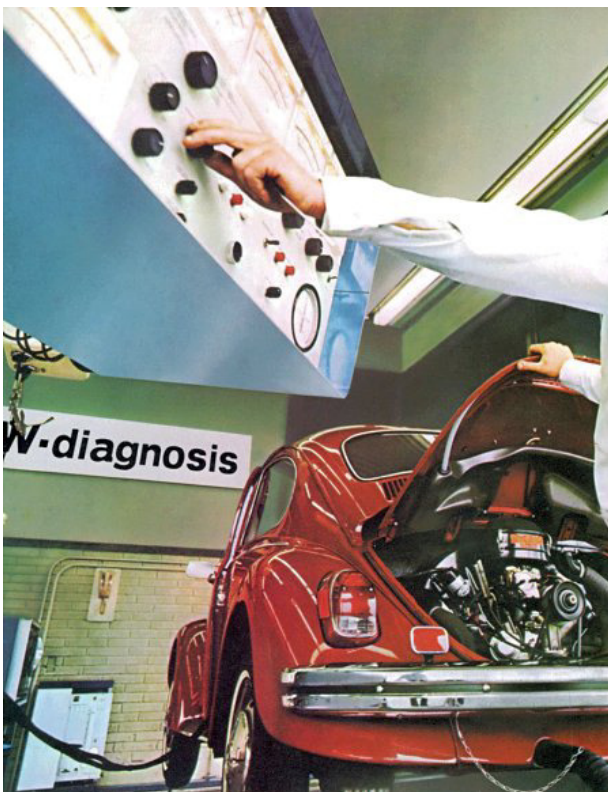
No. 12. Beetle body hold down plates are different on the early models. The newer ones shown in the picture are smaller and more forgiving.

No. 13. Air deflection plates. If you think you know more about Volkswagens than Volkswagen does, don't use them.

No. 14. Beetle timing. I always thought beetle timing is set at 7 degrees and 10 for performance engines (from cylinder #1 of course). I'm no mechanic. I believe the retard on #3 was removed with the 'dog house' 1600 engines

No. 15. It makes sense to use Golf seats in the beetle as they were built at the same time in most markets, except in some countries like Australia with much smaller productions.

No. 16. Everyone knows that the VW Diagnosis system was just a sales gimmick. There were only three expensive Siemens diagnostic machines in Australia; Lanock Motors had one. All cars have computer diagnostic these days.



No. 17. Quarter windows. There's poverty and then there's real poverty. Having no quarter windows really would be poverty on a hot steamy day. Kombis are horrible without them.

No. 18. Fuel gauge. In Australia we don't normally see cable ones. It must have been cheaper and/or more convenient for VDO Australia - located in Melbourne very close to the VW factory - to make electrical ones. Not sure?

Ashley Day.



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If you leave early enough at night, you can easily sneak it out to anywhere in N.S.W. and beyond.

I really just love driving through the country at night for many reasons.

Its cooler, it smells good, there's less traffic, it's easier on the car and you seem to catch every green traffic light.



Not only that, you can kind of catch an extra day for your holiday, if you know what I mean.

But there are many dangers that come with driving through the night.

First is fatigue. Don't drive more than 200 kilometres before stopping for coffee or tea and a walk around the car.

In the country, road works and pot holes can be hard to see until the last second.

Then there is speed.

Approaching animals and wildlife at speed at night is the biggest danger. In Australia you can expect to see on the



road kangaroos, goats, pigs, cows, cats, sheep, camels, emus, foxes, deer and even horses.

Drop your speed at night on country roads. At 80 kilometres an hour you have less chance of hitting anything and you'll have time to slow, stop or swerve.

If you want to drive faster than that, you have no chance of stopping and you will have to hit whatever is in front of you. The choice is yours.



I don't think anything is better than seeing the sun come up early in the morning when you're road tripping with your friends.

That's living.

Ashley Day.

What's the worst Porsche ever made?

Luckily, Porsche has never made a car that was a flop, unlike many other car companies.

Still, not all Porsches are created equal.

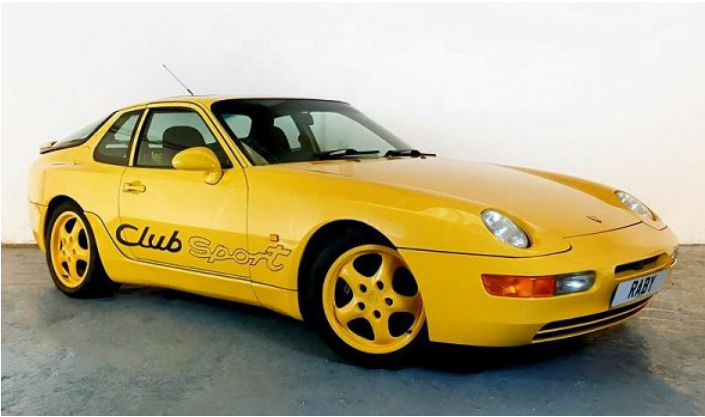
Now, I know what you are thinking.

You are possibly thinking straight away of the poor old 914, but you would be wrong, because the 914 is actually a pretty cool car, for many reasons. Plus there were nearly 120,000 of them made, most of them the VW version by Karmann.



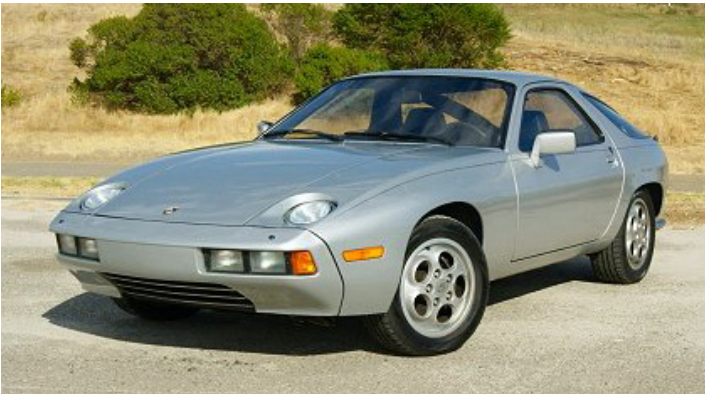
What about the 924? Same thing, the 924 was always a good car with futuristic looks. Sure it started as an intended VW with an Audi engine, but it became the first front-engined Porsche and the first with the option of fully automatic transmission. Over 150,000 were made, in the Audi/NSU factory in Neckarsulm.

Also, it went on to become the 924 Turbo, and then the 944 and 944 Turbo with a proper Porsche engine, and the



later 968. The lighter-weight 968 Clubsport is one of the great Porsche all-rounders.

I personally don't like V8 928's, but a lot of people do. The initial 4.5-litre V8 grew to 4.7 litres for the 928S, then a 4-valve 5.0-litre for the 928S4, and finally 5.4 litres and 350 bhp for the 928 GTS.



Believe it or not, the worst Porsche ever made is the Carrera GT, Porsche's half-arsed, 605 horsepower effort to stake out supercar territory.

Built around a 5.7 litre V-10, cobbled from the failed development of a Formula one engine, nothing about the mid-engine Carrera GT represents Porsche at its best.

It didn't feature any leading edge technology. Its radiator was five times the size of that of a 911 Turbo of the time.

Its carbon fibre body was neither rigid nor light and the six speed manual transmission wasn't all that precise in how it delivered power to the rear wheels.

Plus the whole thing was boring to look at from most angles and flat out ugly from others.

Walter Rohrl told Porsche engineers during its development, that he was scared of the car and thought of it as dangerous.



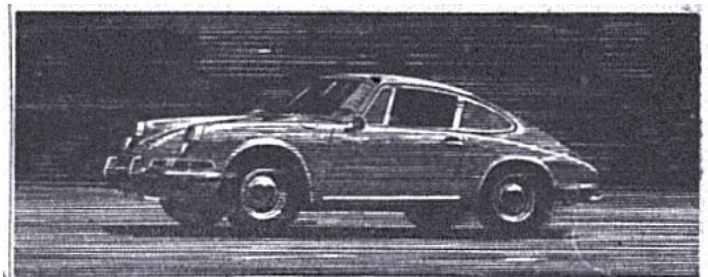
The bottom line is that the Carrera GT was too much car for most drivers.

The best thing to be said about the Carrera GT is that they stopped making them and they never looked backwards.

Instead the company did what it does best and pushed forward with new technology.

That has resulted in the sublime 2013-15 918 Spyder, which may one day be known as the greatest Porsche road car ever made.

Ashley Day.

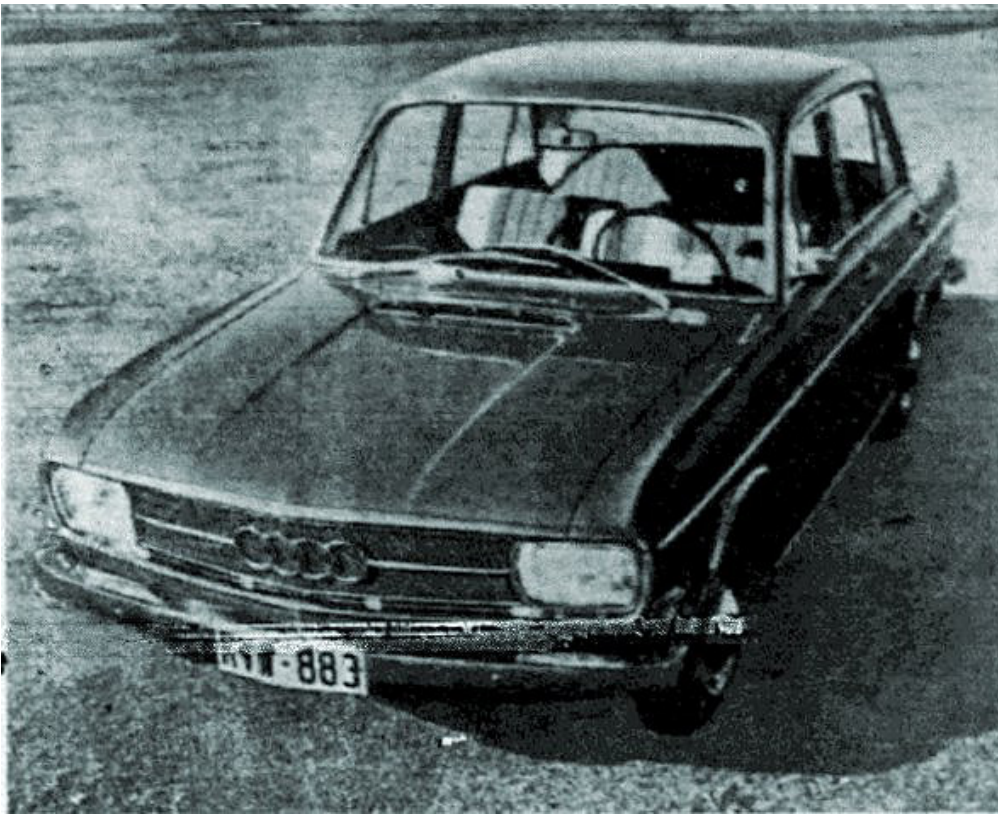


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PORSCHE



of 94 mph (151 km/h). A characteristic of the car is that it will cruise indefinitely and quietly at maximum speed with no engine stress or fuss.

Acceleration is good but not startling as the car weighs 21cwt (1070 kg) in touring trim. From 0 to 50 mph (80 km/h) takes around 9 seconds and in top 40-60 (64-97 km/h) requires about 11 secs.

There has been some criticism of the gearshift mechanism due to its rather remote position on the steering column but it has the advantage of synco on all ratios.

Handling

Being a front-drive vehicle, the Audi starts ahead of the conventional car in handling qualities and on the road it exhibits a willingness to corner fast without slide or body roll. The driver sits quite high for good vision and command and the steering is not heavy for a FWD car.

The turning circle of 32ft (9.8 m) average is unusually compact for this design.

The brakes are 11 in (28 cm) front discs and 8 in (20 cm) rear drums. They are rather heavy in action but stop the car promptly and are quite free from fade. Fuel consumption is higher than the specification suggests, but 30 mpg (9.4 L/100 km) should be attainable on our fuel and the tank gives a cruising range exceeding 350 miles (565 km).

The interior fittings are of good quality, the heater is simple but effective and the two-speed wipers are assisted by washers. The torsion bar suspension gives satisfactory riding comfort over most surfaces.

For Australia the sealed lubrication of the chassis and

Audi a quality newcomer.

The Sydney Morning Herald, Monday 20 February 1967

The decision of Volkswagen Australia to put the Auto Union 'Audi' on the Australian market will bring us a very up-to-date German car of medium size.

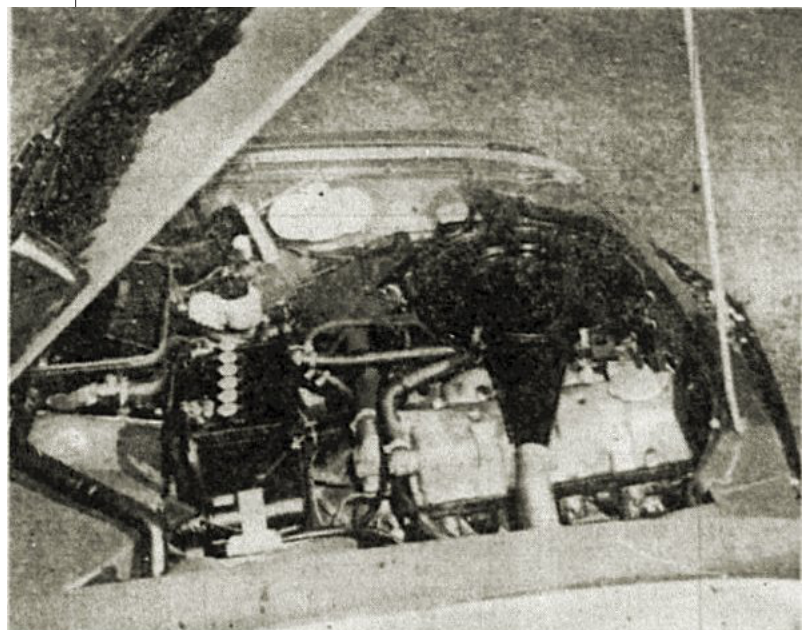
The Audi was released last year by the Auto Union concern, which is now owned by Volkswagen, and it is a prestige car in the growing list of front-drive saloons.

The Audi is a five-seater with individual front seats, and aerodynamic body incorporates modern smooth contours with a sporting flavour. In Germany the car is particularly well finished, and the fully imported vehicle will doubtless reflect this standard at Australian prices of \$3,300 and \$3,700 for the two models.

The four-cylinder engine, designed by Daimler-Benz, is disposed in front and is inclined over 40 degrees to give a low bonnet line. It drives the front wheels through a four-speed gearbox controlled by a column gearshift.

The engine has an unusually high compression ratio of 11.2 to 1, which has been modified to 10.5 for England (and for Australia). This lower compression is still high by our standards, but the advanced design incorporating a combustion chamber in the piston and positive swirling of the combustion charge, permit operation on 97-octane fuel.

Engine output is good at 91 horsepower (68 kW) and 94 lbs-ft (127 Nm) torque. This is associated with a fairly high top gear, giving a road speed of 118 mph (190 km/h) at 1000 revs and allows the engine just to reach its maximum power point (5000 rpm) at its maximum speed



ABOVE: The 1,770cc four-cylinder engine of the Audi Super 90 is canted over to fit snugly beneath the low bonnet. Its output is 90 b.h.p. at 5,200 r.p.m. RIGHT: The interior of the car is neat and tastefully appointed.

oil changes at 6,000-mile (10,000 km) intervals will have big appeal.

Altogether the Audi adds a thoroughly good car to the growing selection of prestige medium-sized saloons in Australia.

Sturt Griffith B.E.

New German competitor on sale from Monday.

The Sydney Morning Herald, Friday 7 July 1967

Volkswagen will release a new range of German cars on the Australian market on Monday.

The new cars, the Auto Union Audi 80 and Audi Super 90, are four-door, five-passenger sports saloons with the engine driving through the front wheels.

The Audis are the result of co-operation among four major German manufacturers - Auto Union, Volkswagen, Mercedes-Benz, who developed the engine, and Porsche, who were associated with the design of the gearbox.



The new Audi Super 90 to be marketed in Australia by Volkswagen.

Both cars are fitted with the Mercedes four-cylinder, 1779cc engines, tuned to produce 91 bhp (SAE) in the Audi 80 and 102 bhp in the Super 90.

Volkswagen claims that the Super 90 will top 100 mph (161 km/h) and is capable of an average petrol consumption of 31 mpg (9.1 L/100 km).

A top speed of 94 mph (151 km/h) is claimed for the Audi 80.

Both cars have disc front brakes mounted inboard of the wheels and the passenger cabins are designed to stay intact in a smash while the front and rear ends crumple progressively.

The Super 90 is also equipped with a dual hydraulic braking system.

Transmission is through a four-speed, all-synchromesh gearbox with manual column shift.

The new cars will be available through existing Volkswagen agencies. The Audi 80 will be priced at \$3,350 and the Super 90 will sell for \$3,740.





If you enjoy driving an elegant, quality car — breathtakingly responsive, yet renowned for its supreme safety and economy — you will enjoy driving an Audi Super "90".



There is only one solution! Dial 51-4741 now and bring an AUDI to your door. Or better still look in this weekend and see the full range of new models — and late model demonstrators — huge savings on these!

LANOCK MOTORS LTD.
143 Parramatta Road, Camperdown
LOOK FORWARD TO SEEING YOU SOON!

From our website 28.

Here are more messages left on our Club website by members of the public. All of these messages were posted over three years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

Anyone can post messages on our website, at our Contact Us page: www.clubvw.org.au/club/contact-us/

All of these messages received courteous and informative replies from our committee – usually from Norm or Phil. Messages about things for sale were placed in our Marktplatz section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



16/2/18 Need your help...I've gone thru the list of engine codes and mine is not there. Maybe you can help...its AE521037 its a kit car built in 1982 and we are trying to figure out what chassis they used. Please advise. Thank you in advance. Michael

18/2/18 Would like to find out when the next beetle show is? I live near Newcastle. I am looking at buying much love beetle. Cheers Mark

20/2/18 Does anyone in your club know the paint code for the South African 'Starburst' alloy rims (15")? My research locates a 091 paint code (Chrome Color) for VW rims, but it does not match my rim colour. Any assistance much appreciated Graeme

24/2/18 I just wanted to correct some info about the 1966 Beetle, I haven't got white perforated headlining in my Aust. 66 Beetle, I've got the Vynex straightlined material, beige with gold stripe. Regards Frank

28/2/18 My parents have a 1956 VW Beetle. Its been stored and has not moved in 40+ years...Its truly a barn find....Owned by my mother. Has not been driven or started or moved in 40 + years. Its complete...Can someone suggest how I go about selling it? and roughly how much it may be worth...Pics to follow. Thanks Phil

1/3/18 I need to find someone to tow/transport my '82 T3 from St Peters [Sydney] to Taree. Steve

5/3/18 I was wondering when my membership was due can i check it online Robert

6/3/18 I have set of wheel arches bonnet and boot, for 1974 VW. near side wing damaged. Bryan

8/3/18 Looking for reliable and honest parts and service outlet in ACT. Any recommendation? John

10/3/18 Hi, UK, how much would a VW Golf Cabrio 2002 - Automatic 2L petrol, AC, dark blue, beige leather seats, alloy wheels be good fir in Australia please? Weighing up if it's worth me shipping my beloved car to Australia when I move back to Brisbane. Charmaine

11/3/18 As a Club member I am disappointed that we don't show club members cars on the club website.I have written 2 articles abt my cars but they are not there anymore.Why when we want to promote the club and invite new members?

13/3/18 Hello!I am inquiring about a potential documentary film we working on. We are looking for the biggest Kombi collectors around the world. Might you be able to assist putting us in touch with Kombi collectors? Thank you! Mara

13/3/18 The first privately imported VW is in our museum, we also have a 1954 VW cutaway chassis Brian, York Motor Museum WA

17/3/18 I am after a couple of mk1 cabriolet owners for wedding convoy 21st April in country Vic (Maffra) could you help me out please? Kai

17/3/18 Hi there. Just wanted to get in contact as i've recently inherited a 2000 VW Trakka Van, and I am looking to sell it. As far as I understand it is 1 of 2 in the country. It is fully equipped, originally was the Trakka dealers personal vehicle, bought in 2002. It is 2 tone Tan/Orange and White finish. Turbo Diesel Manual transmission Cold front vehicle AC Bull Bar Tow bar Roof racks Alloy wheels Cruise control Fiamma roll out awning Bed seat design with seat belts for 4 passenger Sliding bed seat Walk thru to front cabin Passenger swivel seat 2 burner stove 80 litre Fridge / freezer House battery Battery charger Underfloor water tank Sink with water supply Sliding windows Plenty of storage space High beam driving light bar Rear showerThought I would get in touch with you hoping that someone would have a rough idea of how much it would be worth, and if there were any members of the club that would perhaps be interested in purchasing it. Regards, Daniel

23/3/18 Good morning,I was wondering if you have any members in Canberra who would be interested in hiring out there VW beetles for our wedding in August. We would need 2 - 3 VW beetles for the wedding. If you are able to help we would love to hear from you. Kind regards, Jody

25/3/18 I would like to Hire a VW Beetle new style for a day or so at the end of May for a special occasion. Robyn

26/3/18 I tried to join the club and pay the membership fee by visa, but it keeps going to PayPal. Craig

29/3/18 Hello, I have just purchased a vw Syncro 1991, I have purchased this van and intend on slowly doing it up as a

project for myself. It has just had a 2.5 ltr Subaru installed. I am interested in joining the club and meeting likeminded people who share the same interests. Also as the van will be my secondary car I was also wondering about the accessibility of 90 day club plates. Thank you I look forward to hearing from you Luke

30/3/18 Hi There, I have a 1977 restored VW Cabrio for sale that I'm trying to get to existing VW lovers. Can you help me or give me some advice. Thank you Don

3/4/18 Hi, I own a mk2 Jetta vin-WVWZZZ16ZFW434881 could you tell me more about it and how many were brought to Aus. Thanks Neil

13/4/18 Need two 3.5 mm screws to hold the handle on the air vent controls for my 63 type 3. Have been restoring and even though very careful with parts, have managed to lose these. Can't find through any parts suppliers. Greg

15/4/18 I am now semi retired and looking for a club and at a 1963 Manta beachbuggy on a beetle floorpan, do you consider this to be a registered historical vehicle thanks Richard

17/4/18 Hi there .. I am a club member and have a 1983 Golf Cabriolet which has been displayed at the nationals (first prize) and would like to put it on Historic Registration asap. How do I do this ? Thanks Sam

19/4/18 Enquiring about joining the club. We have a VW and in the process of selling it. We are registering it and was told we could get cheap rego if we join a club. The car is rarely driven maybe twice a year. Would you please able to give me some information regarding this. Kind Regards Paula

23/4/18 Hi, I would like to find out who would be the best person to contact with regards to promoting the VW Nationals on our events site, www.myweekend.net.au Patrick

26/4/18 I'm in Perth WA. Email reply would be best. I have a VW Jetta 2008 2L petrol turbo. The antidazzle rear view mirror is faulty ,green n red light work but won't dim. No damage to mirror, as in fogging or bubbles etc. Any ideas of why, and is it a diy fix. Many thanks for reading this. Also how do I sign up for the VW Nationals Show And Shine? Thanks!! Thomas

30/4/18 Just wanted to send you some kudos on your VW webpage. As a car enthusiast and a member of my local car club, I've been holding weekly car talk seminars that are open to the public. They've been a big hit, and I'm surprised at how many younger kids have been showing up! I've had a few questions about Volkswagens from the teens (I guess they're really popular with the younger generation again?) so I wanted to talk about the history of the Beetle. Would you mind adding a link to my website on your page? Let me know! Thanks for keeping the love of automobiles alive. Tom

2/5/18 Hello there! We've owned our 76' Kombi for close to three years and are looking for a club to join and become part of the VW/Kombi community. As well, we are interested in

the Classic Vehicle Logbook Scheme as our Kombi isn't 100% original, however we only drive it a couple of days a month. Does this club take part in the Classic Vehicle Logbook trial? Many thanks, Claire.

3/5/18 Hi there I have my nans car purchased from new a 1967 Beetle I would like to register it as an historical vehicle - I currently have it registered in NSW as a regular car. Please let me know what I need to do to change to historical I understand do I have to join your club I can chat anytime on phone Jennifer

4/5/18 I am trying to verify the VIN information on my grandfather's 1959 or 60 VW Bug. Was hoping you can help. Anthony

6/5/18 Dear Club, I am writing a VW history coffee table book, would your members like to send some pictures of their Type 4s for the publication? A couple of exterior shots (e.g. front 3/4, rear 3/4 poses) one of the interior and motor would be great if possible. Thank you kindly. Yours Faithfully, Marc (Belgium)

7/5/18 VW that was sent to Antarctica when brand new, is it still alive? Ronald

8/5/18 Hi what merchandising is available at the moment Regards Rob

8/5/18 Hi there I am looking to hire or borrow a vintage VW for a styled photoshoot - can you point me in the direction of someone to speak to? I'm based in the ACT. Regards Jenny

14/5/18 Hi team Can you plz help me to know what the following body no. Engine from factory size(cc)? Body no Wvwzzz1jzxw099763 Thanks Ahmed

15/5/18 I am an Aussie currently living in the UK After years of owning damp UK campers I have come to the realisation that I should have bought one before I left! I have spotted one in Newcastle - do you know of anyone at your club in that area (or a company) that would take a look at this for me and give me the thumbs up or down ? I have friends in Sydney who could organise the shipping side of things Andrea

15/5/18 Looking for someone to interview about the history of VW in Aust for a Radio National program. Cheers, Keri Phillips (ABC Radio)

15/5/18 Just enquiring whether dogs are allowed in the VW Nationals at Fairfield Showgrounds? Also are entry tickets only available at the gate for show and shine? Thank for your time :) Diedy

15/5/18 I have quite a few vw spares to sell & I was wondering what I need to do to have a stand at Fairfield on the 27th May Thanks Carl

17/5/18 Hi i'm hyun I'm looking for 1.4L TSI engine, code name BLG. I want to know What mean in code name BLG. Thank you for reading. i'm wating your response Hyun

Jeff's Facebook finds.



YOUR Volkswagen ADDICTION IS NOT CHEAP, MY CHILD.

Melissa Jones-Coates
 YESTERDAY AT 9:25 PM

15

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Fastback styling and slotted wheels mean easy identification.

VW 1600 TS Fastback and 1300 here

Two new Volkswagen models — the familiar "beetle" with a 20% power increase and a Fastback sedan — were released throughout Australia on Friday, April 1. The new model 114 de luxe Beetle has a 1285 c.c. engine developing 50 brake h.p. Mak-

ers claim snappier acceleration and a higher cruising speed. The larger Fastback "TS" is a five-seater sedan, powered by a 1584 c.c. twin carburettor, air-cooled rear engine. The smaller sedan retains its well-known shape, but a number of mechanical changes have

been made. It will sell at \$1838. The Fastback price is \$2415. The existing lower-priced version of the Beetle with slightly less chrome and other minor interior differences will continue to be available as a 1200 c.c. vehicle at the current price of \$1598 including tax.

4—Australian Motor Manual—June, 1966

NEXT time you're in DJs admiring the marble floor, just remember you could be outside on the street admiring the good taste of the man who supplied the marble. Richard Cowell could well be whisking past in his white-on-white VW Golf.

Cowell did have a convertible Mercedes sports 280SL but he couldn't resist the temptation of the Golf. The Merc was traded in.

Cowell says: "We're open-car people. I can't understand why more Australians don't get involved in this type of motoring."



Richard Cowell and his VW Golf.

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VW MEN TOUR WORLD FOR IDEAS

1968
EIGHTEEN members of the Australian-wide Volkswagen dealer organisation recently left Sydney with Lufthansa on a world fact-finding tour.

MOTORING REVIEW



Mr Charles McLeod, N.S.W. manager of the Volkswagen distributors, Lanock Motors, led the tour.

The tour follows a successful inaugural dealer tour in May and is planned to give selected dealers the opportunity to study international marketing methods.

VW is now fourth largest automobile manufacturer in the world.

Members of the present dealer tour will visit the

Auto Union factory in Ingolstadt, where the Audi is manufactured, Volkswagen world headquarters in Wolfsburg and the commercial vehicle plant in Hannover, Western Germany.

They will also study marketing methods with leading dealers and distributors in Germany, who are having a record year.

Second part of the tour covers America where Volkswagen dominates the

imported car market and where VW dealer facilities and organisation are considered more advanced than those of any other make.

Volkswagen for the first six months of 1968 in the U.S. outsold all other imported automobiles combined.

The Australian dealers will study business methods of the organisation at dealer and U.S. distributor level for two weeks.



The late news.

Well that's all for this month. But before we go, here is the late news.

In a development for motorists in NSW, the RMS have been reviewing road signage. Exit signs - are they on the way out?

As part of his latest anti-covid strategy, Victorian premier Daniel Andrews had a meeting with his cabinet today. He also spoke to his bookcase and his chest of drawers.

With covid restrictions lifting, celebrity chef Neil Perry announced he was going to open a restaurant with busty topless waitresses, but decided against it. He was put off by the overheads.

A vicar who rode his bike the wrong way up the M4 motorway through Parramatta was stopped by police and asked how he managed to avoid an accident. He replied 'God was with me.' He was then charged for riding two on a bike.

News from Paris reports that car maker Renault will name their next small car the Quasimodo. It will be the Hatchback from Notre Dame.

In an effort to improve standards in service and hygiene, a holiday hotel at Nelson Bay today dismissed a waiter for having his thumb in the soup. They also dismissed a topless waitress for two similar offences.

After a series of crimes in the Campbelltown area, the Chief Inspector of Police has announced that he's looking for a man with one eye. If he doesn't find him, he's going to use both eyes.

Later we will be interviewing a chap who is interested in psychic phenomena - the idea where one day you suddenly hear from a relative who died 2 years ago. You know, a bit like Australia Post.

The Queensland Department for Renewable Energy announced that their new green electric car is to be withdrawn from the market. Premier Anastasia Palaszczuk said: 'It was a failure. It could only travel twenty metres as the extension cord wasn't long enough.'

A fire broke out today at the offices of the Taxation

Department in Canberra. It was put out before any serious good was done.

Some VW Club members have been concerned about sightings of several truckloads of chiffon and sewing machines arriving at VW's head office in Chullora. Is it curtains for Volkswagen in Australia?

We've heard today that Sydney's most absent-minded man received a nasty bump on the head after he dashed upstairs and realised he'd forgotten something. He'd forgotten his house was single storey.

The president of Google was arrested by police today. He was said to be assisting police with their inquiries.

News reporters were hoping today to interview Edna Spratt, the world's oldest person, but unfortunately she had to cancel due to the sudden illness of her father.

A man was rushed to hospital today after eating six boxes of breadcrumbs, parsley, onions and herbs. Doctors say he is as well stuffed as could be expected.

At a recent banquet for midgets, there was a rousing reception when a trolley was wheeled in and the president's wife burst out of an iced donut.

Malcolm Turnbull's new book, titled 'How I Solved the Economic Crisis,' went on sale today. It's priced at \$846.

Milk bottles were thrown today at a meeting of the Milk Marketing Board. And a meeting of the Egg Marketing Board was also disrupted when eggs were thrown. A meeting of the Manure Marketing Board has been cancelled.

We've just heard that a prison van has collided with a Readymix cement truck on the Goulburn bypass. Motorists are told to be on the lookout for 16 hardened criminals.

As a protest against being voted the 'Worst Car Ever,' the entire membership of the Subaru Sherpa car club have refused to enter their tax returns this year. The Tax Department have issued fines to both of them.

George Trimbull, Terrigal Holiday Resort's longest serving deckchair attendant, was feeling better tonight after collapsing at work today. It took five people 40 minutes to work out how to get him up again.

Police report that a recent large bank robbery in Brisbane was committed by Aggro. Jamie Dunn is believed to have had a hand in it.

A warning for motorists - take great care on the WestConnex Gateway flyover at Annandale, as it hasn't been built yet.

And now for sport. In the first ever NRL nude match between the men's and women's teams, there were three tries in the first half. Only two of them were successful.

Well it's goodnight from me, and it's goodnight from him.

Australian families are swinging over to VOLKSWAGEN



Volkswagen — Australia's family car at £971 is outselling all other makes under £1000 — and many cars over that price.

It's a two-way trend to Volkswagen

- 1 Australians who can afford well over £1000 are choosing Volkswagen at only £971.
- 2 Owners of lower-priced, lower-horsepowered cars are swinging over to Volkswagen.

The reasons are the same for both trends:

Volkswagen gives proven reliability . . . "years-ahead" engineering . . . individual design . . . unequalled service . . . more sheer enjoyment—more for your money in every way.

VW engineering brushes aside old-fashioned principles — builds in astonishing efficiency:

- Torsion bar suspension independent on all four wheels — a smooth, firm ride on any surface.
- Air-cooled rear engine — for unrelenting reliability under any Australian conditions.
- Unbeatable gearbox — precision steering

VW design has individual character — no "mass" look that quickly outdates many other makes. Functional VW design keeps resale value at its peak!

VW Service has set new standards for Australia. Volkswagen Service includes:—

- Service Booklet — a passport to economical, worry-free motoring.
- Fixed Labour Charges Booklet — quotes charges for every repair job in advance!

And, motoring is fun in a VW because this car has verve and spirit — responds to every touch of hand and foot.

Like to meet the car with performance and personality? See your nearest VW Centre today. Take the test-drive that has already convinced 2 million people, all over the world, that Volkswagen is the best family-car investment.



Easy-to-drive Volkswagen chosen for women's motor school.

Noleen Ferris, of the Julie-Ann School of Motoring, says "Learner-drivers quickly feel at home in my Volkswagen. The wonderfully responsive controls give pupils the confidence that makes for happy motoring."



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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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Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
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Warby's VW Stickers	0423 113 654
Wayne Penrose VW	0419 481 461
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
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