

# Zeitschrift



Trakka Akuna A2M motorhome.

**April 2022**

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Trakka Akuna A2M  
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Flat 4 Lighthouse Cruise  
The Paradise magazines  
Plus lots more...**



**The Legend Never Dies**

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

A member of the NSW Council of Motor Clubs.  
Affiliated with Motorsport Australia (CAMS).



# Club VeeDub Sydney Committee 2021-22.

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	Zelko Jurkovic	Eddie Flieta
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	Eddie Fleita	
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	Charlie Attard	Dave Westall
	Stewart Burke	Oscar Woods
<b>Canberra Committee.</b>		
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<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

## Club VeeDub membership.

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

## Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

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



## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2003-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

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See the back page for all 2021 VW Nationals sponsors.

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



## **AUTUMN CRUISE**

**Weathers Cooling, Leaves are Falling, Dubs are Cruising!**

**Come Join Flat Four VeeDub Club**

**and**

**Other VW Lovers for a Relaxing AUTUMN Cruise**

**Saturday 14<sup>th</sup> May 2022**

**9am Meet at Indian Automotive (Unit 2, 143 Coreen Ave Denrith)**

**For a Chat and Shop Tour with an Expert**

**10.30am Depart – The Cruise will take around 1 1/2Hours**

**12.00pm Arrive at Paradise Café (766 River Road Lower Portland)**

**Enjoy Lunch by the Hawkesbury River**

**Please make sure you have a FULL TANK**

**For more Information**

**Phone:- Kevin 0417480905 or Rob 0418258879**

**Or Visit:- [www.flatfour.org](http://www.flatfour.org) or Flat Fours Facebook**



*Saturday 21 May 2022*

# VW NATIONALS

# TRUCK

# DAY

**Volkswagen  
and Audi  
drivers  
wanted!**

- \* Stock and Modified VWs welcome
- \* Air-cooled and Water-cooled
- \* No CAMS Licence required
- \* Passengers and extra drivers allowed
- \* No spectators permitted, sorry

**Luddenham Raceway**

**\$250 per entry. Pre-bookings essential!**

**Steve Carter 0490 020338**  
**[www.clubvw.org.au](http://www.clubvw.org.au)**



ClubVeeDubSydney

# Get in early, Club VeeDub Sydney's 2022 VW Nationals is coming!

**Saturday 21<sup>st</sup> May**  
**Track Day, Luddenham Raceway**

**Sunday 22<sup>nd</sup> May**  
**Show Day, Fairfield City Showgrounds**



**For details contact David Birchall 02-9534-4825**  
**[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)**

# Berry Blast From The Past

Sunday 5th June 2022 at the Berry Bowling club  
(Note new date)



Vehicle entry is \$20 with gates open from 9AM  
Gold coin donation for public entry

People's Choice Award and raffle draw at 1PM  
All Proceeds of the show donated to Can Assist

For more info please contact Dave Becker 0402003965

Camping is available at the showground contact the caretaker directly on 0427 605 200



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# Von dem Herrn Präsident.

Hi all, well despite a few hiccups this year the VW Nationals is on again next month. Two years ago we had to reluctantly cancel the VW Nationals due to the covid pandemic, and the future looked pretty gloomy on all fronts; we had limited club meetings last year as well.

Dave Birchall has been the main organiser of the VW Nationals since 1988. He, like a lot of our committee members, is getting on in years. Dave and myself were born a few days apart in the same year and we are both approaching retirement. In Volkswagen years we are both Oval window Beetles, with heart shape taillights and click clack doors. Dave recently had a serious health scare, which besides being devastating for him and his family, could have seriously impacted the running of the VW Nationals – for this year, and also for all future shows.

Our club has over 500 members, so we need the other club members to step up and take on roles running the car club and the VW Nationals. Shirley Pleydon has stepped down from organising the VW Nationals trophies after many years; Lee Woods has kindly stepped in to do this role and has some fantastic and unique prizes lined up. But she and her husband have a young son and she is very busy at work and at home. It would be great to have some other club members become involved and bring fresh ideas and talent to the club.

We know you're a VW enthusiast as you paid your money to become a club member. So please think about taking the next step and becoming involved in the running of the club and the Nationals – we can't do it forever. Our existing committee, including Norm, Martha, Carl and Phil, already have lots of work and can't be expected to take on more. We need **you**.

Anyway, in the short term Dave Birchall is back on deck and has been busy organising the 2022 VW Nationals, chasing up sponsors and vendors for the event and getting things organised. I don't see any Covid restrictions impacting the VW Nationals this year as QR code check-ins are no longer required. But if we have to again have anything special for the show we will be on top of it – thanks to our social media person Lee Woods who last year organised a Covid 19 QR code and professional Covid marshals to attend our event.

The motorsport day at Luddenham Raceway on Saturday 21st May is coming along nicely, and vacancies are filling up. If you would like to have a run around the track in your VW, don't forget to book in with the track. Contact them directly on (02) 9834 2366 to book and pay by credit card. Tell them you are with the VW Club.

We will certainly need people to help us out Saturday night setting up Fairfield Show ground and on the day, just doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let us know. If you have any questions or suggestions, please contact us - or come along to our next meeting at the Strathfield Golf Club.

This year's Car Show Entry forms are included in this issue (and also from our website at [www.clubvw.org.au/vw-nationals/vwnationals2022/](http://www.clubvw.org.au/vw-nationals/vwnationals2022/)) You might find it easier to cut out and fill out now, and just bring along on the day, rather than wait until you're in the entry queue. It would make things faster. Make sure you know what category your VW

should be entered into, and whether your VW is Standard or Modified, if that applies to your category.

Our Historic Registrar, John Ladomatos, would like to remind all our Historic Plates owners that we would like to see your Historic Plate VW at the VW Nationals. It's our major show of the year, and really that is what your Historic Plates are for.

Some future events are starting to filter through so keep an eye out for coming events in the magazine and on the club website. The Berry show day had to be postponed due to the torrential rain and is now scheduled for Sunday 5th June. Likewise the East Hills Car Show – postponed half a dozen times due to covid and rain – is now scheduled for Sunday 19 June. Phil and Jeff are also considering having another slot car racing night after the Nationals – stay tuned.



Steve Carter

## Klub Kalender.

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

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

### April.

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

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

**Thursday 14th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

### May.

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

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

**Thursday 12th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Saturday 14th:- Flat Four's Autumn Cruise.** Join our VW friends for a relaxing Autumn cruise! Meet at **Indian Automotive**, 2/143 Coreen Ave Penrith, from 9:00am for a shop tour and expert VW advice. Depart at 10:30am for a 90-min cruise to the **Paradise Cafe**, 766 River Rd Lower Portland, and lunch beside the Hawkesbury River. Make sure you have a full tank of fuel! Contact Kevin on 0417 480905 for more info. For those fancying a coffee first, meet at the **McDonalds, M4 westbound** service area, from 8:00 am for an 8:45 am departure.

**Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Saturday 21st:- VW Nationals Supersprint** at Luddenham Raceway, Luddenham Rd. Volkswagen and Audi entrants wanted! No CAMS licence required. You must pre-book and pre-pay to take part - **\$250 for the day**. Sorry, no spectators allowed at the track. Contact Luddenham Raceway directly on (02) 9834 2366 for bookings and payment - say you are with the VW Club Track Day.

**Sunday 22nd:- VW NATIONALS 2022** at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW Show of the year is back! 44 peer-judged categories, plus special Concours and perpetual trophies. VW trade stands, new car display, swapmeet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

## June.

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

**Sunday 5th:- Berry Blast From The Past** VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

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

**Thursday 9th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

## July.

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

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

**Thursday 14th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. 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](mailto:editor@clubvw.org.au)*

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

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

## New ads.

**Wanted:** Greetings, my name is Ian Jurgens and I'm a member of the Vic VW club. I'm looking for a **T3 Syncro** as a possible project car and I was speaking to Steve Carter last night and he suggested that I contact you about putting in a wanted ad in your club newsletter. Is this possible? Is anyone selling a T3 Syncro at the moment? I would be interested if you could contact me. If you can help, please contact Ian Jurgens on 0412 611 335 or email [ianjurgens@gmail.com](mailto:ianjurgens@gmail.com)







**For Sale:-** I've decided to sell my much loved **1974 VW Thing**. I've just listed it on Carsales. I'm moving on to a new project which will likely be installing an electric powerplant into a VW or replica Porsche 356 but will keep you posted on this. I have decided about listing it in Zeitschrift. If you are interested, please feel free to contact me for more information. Kind regards, Larry Kavanagh 0439 410936 or email [larrykav63@gmail.com](mailto:larrykav63@gmail.com)



**For Sale:- 1973 Volkswagen Kombi T2 Microbus.** This highly collectable Kombi is now unfortunately surplus to our needs as we have now upgraded to a modern 4WD. We have done many extended trips in this much loved van - by simply removing the middle seats and putting in simple boxes which transform into bed it has made it very comfortable to travel.

- \* Owned since 1974 (48 years)
- \* Always garaged
- \* Never involved in any accidents
- \* Registered to August 2022
- \* Very original, motor exchanged in June 1995 and 96,600 km done since. Overall kilometres now 188,297
- \* Rear seats in good condition, driver's seat needs repairs to cushion
- \* Floor pan in very good condition, some minor rust developing on the body but not within my limited ability to skilfully repair

- \* Drives well, all mechanicals are in very good condition
- \* Additional items included: an extensive file of receipts dating back to the 1980s, original workshop manual, stone guard for windscreen, roof racks, snow chains, and a variety of spare parts
- \* Boxes that transform into a bed can be included
- \* Location: one hour drive north of Newcastle, NSW

Asking price \$31,500. Genuine inquiries please contact: Keith Bishop by email: [keithbishop53@yahoo.com.au](mailto:keithbishop53@yahoo.com.au)

**Free to good home:-** My parents Bob and Denise Brewer were members of the VW Club of NSW for many years. We are clearing out our parents house, as Bob died on 8th March and Denise has entered an aged care home. We have lots of trophies but we also have quite a few other VW Club of NSW items (please see list below and photos next page). We were wondering if any of your members would like any of these items - for free (we don't require any payment).

- \* 7 goblets - VWCNSW 21st anniversary
- \* 9 goblets - 30th anniversary
- \* 7 glasses - 21st anniversary
- \* 9 glasses - 30th anniversary
- \* 4 cups - 35th anniversary
- \* cloth badges
- \* metal badges
- \* plastic decals
- \* matchbooks
- \* coasters

\* various other bits & pieces (as shown in photos)

We will be moving these items to Sydney in the next couple of weeks. Perhaps you could just forward the photos on to any members you think may be interested. Please contact me at [jxexnrxn@yahoo.com](mailto:jxexnrxn@yahoo.com) for any of these items.

Jenn Brewer



**Next Club Meeting:**  
**Thursday**  
**21th April.**  
**8:00pm**  
**Strathfield Golf Club.**



## Trades and services directory.

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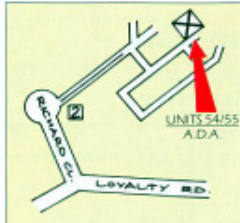
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Phone:  
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## Trades and services directory.

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### AUSTRALIAN VW DUB PERFORMANCE Centre

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

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

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

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

Fax: (03) 9761-6216

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



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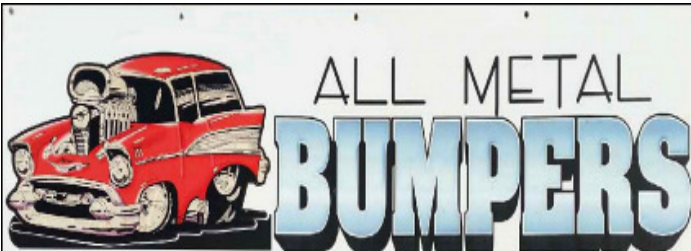
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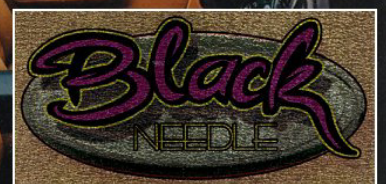
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## Club Veedub Sydney Membership / Subscription Form. ✂

New Member:  Renewal:

Name:

Address:

State:  Postcode:

Email:

Phone:  (BH)

(AH)

(Mob)

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

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

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

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Vehicles, Michal Szaniecki, added: "Initially both versions of the Golf R will be offered at the revised RRP without Harmon Kardon, and with this sound system at \$66,990 for the hatchback and \$69,990 for the Wagon. This and the choice of a sunroof are the only two options on the Mark 8 Golf R."

The Harman Kardon sound system's switch from standard to optional in the Golf R follows the engine detune announced for the Golf R hatch and Tiguan R SUV last month, which will receive lesser 235kW/400Nm versions of their 2.0-litre turbo engines, in order to prevent possible delays of nearly a year. [Click here to read the full story.](#)

The nine-speaker Harman Kardon set-up in the new-generation Golf has been no stranger to production constraints, as a lack of semiconductors for the system was the cause of a "slow-down in production of right-hand-drive Golfs" mid-way through 2021.

Volkswagen fans will also note this isn't the first time an upgraded sound system has been offered as an optional extra on a Golf R; the outgoing Mk7.5 model could be optioned with a 400-watt Dynaudio audio system for an extra \$1000 across the entirety of its run (2017-2020).

The 2022 Volkswagen Golf R hatch will arrive in Australian showrooms this April, with steady supply of the wagon slated to arrive by mid-year.

#### 2022 Volkswagen Golf R Australian pricing

**Golf R hatch - \$65,990 (down \$1000, for limited time)**

**Golf R wagon - \$68,990 (down \$1000, for limited time)**

## Golf R cheaper.

The starting prices of the upcoming 2022 Golf R hatch and wagon have decreased by \$1000, as semiconductor shortage pressures see Volkswagen revert a previously-standard feature to the options list - for now.

Due in Volkswagen showrooms from April onwards, the new 'Mk8' Golf R hatch will now be priced from \$65,990 before on-road costs, and the wagon at \$68,990 before on-road costs - \$1000 less than the prices announced last month, though still \$10,000 and \$11,000 more respectively than the cars they replace.

To account for the price reduction, Volkswagen Australia has removed the standard-fit nine-speaker Harman Kardon premium sound system - replacing it with an unbranded seven-speaker unit - and reverted it to the options list, where it's available for an extra \$1000 (opting for which would return the car to its original price).

Volkswagen Australia says the move has been made to ensure cars arrive in showrooms on schedule - as semiconductor shortage pressures will see the Harman Kardon sound system "[temporarily] unavailable" for "several months", which would otherwise delay customer deliveries.

It's worth noting a number of Australian Golf Rs have already been produced with the Harman Kardon system, at the full \$66,990/\$69,990 prices announced in December.

Cars built in the future - until the Harman Kardon system becomes available again - will be sold as standard without the premium sound system, at the lower \$65,990 and \$68,990 before on-road costs prices for hatch and wagon body styles.

Buyers that tick the option box for the Harman Kardon premium sound system - during the period that it's not standard - are likely to face a longer wait time for their car, until the audio system becomes available for production again.

"[Volkswagen Group Australia] last week learned that the temporary unavailability of the standard Harman Kardon sound systems due to the global semiconductor shortage could effectively freeze production by several months," the company said in a statement.

"While a number of Australia allocated Golf Rs have already been produced with Harman Kardon, and will be again after the present hiatus, VGA has reduced the recommended retail price of the Golf R hatchback and Wagon by \$1000 by making this sound system one of only two Golf R options."

Brand Director of Volkswagen Passenger

## No more Passat sedans.

Volkswagen Australia has withdrawn the 2022 Volkswagen Passat sedan from sale to private buyers, with the four-door to be limited to police fleets only. The Arteon will take the Passat sedan's place on the market.

However, the Passat wagon - which accounts for 80 per cent of the model's sales - will remain available locally for all buyers.

Following earlier news of the Passat sedan's axing in Europe, a Volkswagen Australia spokesperson confirmed the model is no longer available for order by private buyers - with the 24 vehicles listed in stock (as this article was published) on the company's website likely the last remaining examples



to be sold to the public locally, at least until the next generation arrives.

The Passat sedan will continue to be sold to police services - with Volkswagen Australia to honour its contracts with police forces in New South Wales and Victoria - in Proline specification, with upgraded electrical components to support police equipment, including lights and sirens.

At least the Passat wagon and Alltrack will remain available for private buyers. Despite shrinking wagon sales across the broader market, the long-roof Passat accounts for as much as 80 per cent of sales to private buyers - a high percentage of which are accounted for by the performance-oriented 206TSI R-Line variant.

All rumours suggest a next-generation 'B9' Passat is on track for a 2023 launch, twinned with the next Skoda Superb. However, it's not clear if a new sedan will be offered, or if the B9 Passat will go wagon-only - suggesting the axing of the current 'B8' Passat sedan from Australia could represent the end of the line.

Volkswagen buyers looking for a mid-size, sedan-shaped vehicle will be instead directed to the similarly-sized, Passat-based five-door Arteon liftback, recently treated to a facelift and a new, entry-level 140TSI Elegance variant to sit below the 206TSI R-Line. It becomes Volkswagen's most affordable sedan available to private buyers.



While the Arteon 140TSI Elegance and entry Passat 140TSI Business are similar in size and performance, there's a near-\$15,000 price difference between the two - meaning the price of the cheapest Volkswagen sedan/liftback (for private buyers) increases from \$48,990 to \$61,740 before on-road costs.

The base Arteon's level of standard equipment is more akin to the mid-spec \$53,990 Passat 162TSI Elegance, which also gains a more potent 162 kW/350 Nm version (up from 140 kW/320 Nm) of the 140TSI duo's 2.0-litre turbo four.

VFACTS industry new-car sales data reports 948 examples of the Volkswagen Passat as sold in 2021, across sedan and wagon body styles (excluding Alltrack) - an increase of 66.9 per cent over covid-affected 2020 sales (in a segment up 3.8 per cent overall) thanks to the arrival of a number of key variants previously not available, following production delays.

However, it's less than a third of the 3090 Passat sedan and wagons sold in Australia in 2016. Over the same period, Mazda 6 sales have fallen by a similar percentage, as have Hyundai Sonata sales. Yet another example of Australian buyers turning away from traditional sedans in favour of SUVs.

## Amarok shortages.

The Volkswagen Amarok ute has been hit with its biggest sales slowdown on record in Australia, as stock shortages take hold and push out waiting times by up to nine months.

Just 245 examples of the Volkswagen Amarok were reported as sold in January - down 55 per cent compared to the tally of 546 from the same month the prior year.

The Amarok slump was so dramatic, it was even overtaken in the sales race by China's Great Wall Motors Ute.

Volkswagen dealers say waiting times for key models - such as the VW Amarok Highline 580 - now stretch out to October 2022.



It's understood Volkswagen Australia has prioritised its allocation of Walkinshaw W580 models - including the current W580S road-biased edition and the coming W580X off-road edition.

The W580X is due in Australian showrooms in May 2022, pending any delays, and will be sold alongside the W580S if stock is available.

Volkswagen Australia declined to estimate current waiting times for certain Amarok variants because production schedules out of the Argentina factory are subject to change, depending on parts supply issues.

However, in a statement the director of commercial vehicles at Volkswagen Australia, Ryan Davies, said: "The Amarok has been a runaway, runout success. We have coming the volume we'd originally slated (for the first half of this year). But because of the restrictions now affecting most vehicle manufacturers, we won't have the extra (volume) we'd have liked to secure."

Volkswagen Australia will continue to sell the original 'Mk1' German-designed and Argentina-built Amarok model - introduced in 2011 - until early 2023, when the Ford Ranger-based model is due to arrive locally.

While the Amarok has enjoyed strong sales in Australia - it was VW's biggest-selling model locally last year as the rest of the VW range was hit with stock shortages - it has not met global sales expectations (and has not been introduced into the huge US market).

Rather than vacate the booming compact ute segment, Volkswagen partnered with Ford to share engineering and development costs - to adapt its own version of the next-generation Ford Ranger.

The new Ford Ranger is due in Australian showrooms in the middle of 2022 and will be sourced from Thailand.

The new Volkswagen Amarok is due in Australian



showrooms in early 2023 and will be sourced from South Africa. This will be from Ford's Silverton factory in Pretoria, not Volkswagen's factory in Uitenhage near Port Elizabeth (which makes the Polo for Australia).

## Amarok 2 to use Ford engines.

The next-generation 2023 Volkswagen Amarok ute appears set to share engines with its Ford Ranger sibling as anticipated, according to new information.

Publicly-available information from a Ford supplier reveals the same 2.0-litre four-cylinder turbo-diesel set for use in the new Ford Ranger ute and Ford Everest SUV - known internally as the 'Panther' - will be used in the new Volkswagen Amarok, due to be unveiled some time before the end of August.

No mention is made of the Amarok's confirmed turbo-diesel V6 (TDV6) option, and whether it will be supplied by Ford or Volkswagen - however the confirmation that four-cylinder Amaroks will employ Ford power strongly suggests the higher-end V6 variants will follow suit, adopting Ford's 3.0-litre 'Lion' V6.

While the information all but confirms the Ranger's 2.0-litre diesel engine will be offered in the Amarok, it's not clear whether the Volkswagen ute will offer the more potent twin-turbo version of the engine, or one of the two single-turbo engine tunes (or a mix of all three options).

Power and torque for the new 2.0-litre Ranger and/or Amarok variants are yet to be confirmed. However in other Ford vehicles already fitted with the Panther engine, single-turbo versions develop 125 kW/390 Nm or 136 kW/405 Nm, while the twin-turbo variant currently has an output of 157 kW/500 Nm.

By comparison, buyers of the current-generation Volkswagen Amarok ute in Australia are offered a choice of VW's 2.0-litre twin-turbo diesel four-cylinder developing 132 kW/400-420 Nm, or the 3.0-litre TDI V6 in 165 kW/500 Nm, 165 kW/550 Nm or 190 kW/580 Nm states of tune.

The new information indicates the exhaust systems of the new Ranger, Everest, and Amarok will share components - suggesting the Volkswagen will match the engine tunes fitted to its Ford ute and SUV siblings, given the key role an exhaust system plays in defining the outputs and emissions of an engine.

Expect the Ranger's transmissions to carry over to the Amarok as well - meaning a 10-speed automatic with the



twin-turbo 2.0-litre four-cylinder and/or single-turbo 3.0-litre V6, or a six-speed automatic (and possibly a six-speed manual) with the single-turbo four-cylinder (should it be offered).

As for the next-generation Amarok V6, should the Ford 'Lion' diesel engine be adopted, expect its outputs to match those of the new Ford Ranger - which are likely to draw close to the 186 kW/597 Nm formerly offered by the same engine in the larger US-market Ford F-150 pick-up.

Petrol power will also be available for certain overseas markets such as the US - likely the 2.3-litre turbocharged four-cylinder petrol engine confirmed for the new Ford Ranger, but probably not for Australia.

Slated for unveiling between March and May this year - ahead of Australian showroom arrivals in the first three months of 2023 - the new Volkswagen Amarok represents one half of a partnership between Ford and Volkswagen.

While the two vehicles have been developed side-by-side in Germany, Australia and the US - and will share much of their underpinnings - the Volkswagen Amarok will wear unique exterior styling compared to its Ford Ranger sibling, with a unique interior design.

Ford Ranger chief platform engineer Ian Foston told global media last year the Amarok would be "what we call a fully-differentiated sibling product, so everything you see and touch will be certainly something that will be uniquely Volkswagen."

The second-generation Volkswagen Amarok will retain the owner-favourite features of the original, including a potent V6 diesel engine, permanent all-wheel drive, four-wheel disc brakes on more than one variant, and a tray wide enough to house a pallet between the wheel arches.

However, Ford maintains these attributes - which are all shared with the new Ranger - were already locked in before Volkswagen joined the project, and aligned with the Amarok by coincidence.

Other highlights of the new Volkswagen Amarok will include a large infotainment touchscreen (possibly a portrait display, as per the Ranger), a digital instrument cluster, and Volkswagen-designed steering wheel and seats. It'll be 10 cm longer and 4 cm wider than the model it replaces.

The 2023 Volkswagen Amarok will be unveiled in the northern summer of 2022 (June to August), ahead of an Australian launch due in the first quarter of 2023 (January to March).

Production of the new Amarok will occur in South Africa, alongside European-market versions of the Ford Ranger - rather than the Pacheco, Argentina factory that builds all 2022 Volkswagen Amaroks. Production of Amaroks in the VW Transporter plant in Hanover, Germany (previous source of V6 Amaroks for Australia) ended in 2020.

## Beetle could return as an EV.

As many of us have presumed, it's been suggested by global Volkswagen boss Herbert Diess that the iconic Volkswagen Beetle could be revived - with electric power.

According to a report by a Spanish media outlet, Mr Diess suggested a return to retro designs - but with electric



power - could bolster the manufacturer's image.

The German car giant is about to take the covers off an electric revival of the Volkswagen T1 Kombi as a people mover and a van, known as the ID. Buzz. An electric Beetle could soon follow.

"I am very excited about the launch of the ID Buzz and, from this experience, learn how we can bring our traditional and emotional world to the electric vehicle sector, thinking of the Beetle," Mr Diess was quoted as saying by Spanish news site HibridosyElectricos.

The original Beetle was built between 1938 and 2003 and sold in Australia from 1954 to 1977, while the 'New Beetle' - based on the Volkswagen Golf Mk4 - launched overseas in 1997 and Australia in 2000 before being axed in 2011. A new-generation model based on the Golf Mk6 went on sale in 2011 and remained available until 2019. This model was confusingly sold as the 'Beetle, and when it ended production in 2019 most media outlets thought it was the original model ending.

A new electric project has been rumoured for some time, shown by VW revealing its prototypes for the ID. Buzz (T1 Kombi) and ID. Buggy concept (a bloated electric Meyers Manx tribute). Last year Volkswagen filed to have the names 'e-Beetle' and 'e-Karmann' protected in Europe.

However, it's understood - in the short term at least - the manufacturer is primarily focused on the roll-out of its existing ID electric range, with state-of-the-art modern designs.

While 'retro' VW models are a great idea for the US market and will certainly boost VW's electric sales there if an electric ID Beetle arrives, Europeans do not share the same feelings. The original Beetle reminds them of the years of struggle recovering from the war, not the carefree affluent '50s and '60s like it does in the USA. As a result, the New Beetle was a sales flop in Europe - they prefer cool, efficient modern designs.

So unless there is great pressure from VW's USA office, a production-ready electric Beetle is unlikely to break cover any time soon.

And when production of the ID Beetle eventually ends, we'll be subjected to 'end of the Beetle' stories all over again.

## Possible Porsche sell.

Volkswagen AG is preparing an initial public offering ('IPO') of Porsche, seeking a listing of its most profitable asset to help boost the VW Group's valuation and fund the push into electric vehicles.

VW's preferred shares surged as much as 10% after the recent announcement on a possible IPO outline between the carmaker and Porsche Automobil Holding SE, a company controlled by the billionaire Porsche and Piech owner family. The tentative plan, which is estimated to value the sportscar brand at as much as 85 billion euros (US\$96 billion), would reverse a tumultuous takeover of Porsche more than a decade ago and signals the extent of the upheaval sweeping the motor industry.

Europe's biggest carmaker has been pushing for a number of years to adopt a less centralized corporate structure to become more nimble and step up its challenge to Tesla. Success so far has been modest. The IPO of VW's truck/bus subsidiary Traton SE (which comprises MAN, Scania, Navistar, and VW Brasil Caminhões e Ônibus), fizzled amid internal ructions and a limited free float, while a plan to separate the Lamborghini supercar and Ducati motorcycle brands didn't progress.

Volkswagen's management and supervisory boards still have to sign off on the framework agreement with Porsche SE and a final decision hasn't yet been made, Volkswagen AG says.

While VW Chief Executive Officer Herbert Diess appeared to pour cold water on a Porsche listing about a year ago, he's under pressure to start catching up to Tesla. After a well-received presentation of VW's accelerated EV plans in March last year and successful models like the Porsche Taycan, efforts have sputtered and its market valuation remains dwarfed by the U.S. EV leader.



A plan to list Porsche chimes with deep restructurings in train elsewhere among traditional carmakers and suppliers. In the latest example, Ford is looking at ways to separate its electric-vehicle operation from its century-old legacy business to unlock value.

Separating Porsche could offer a new funding option for the group. VW largely relies on generating enough cash on its own or issue bonds, because its convoluted shareholder structure limits options to raise fresh equity capital like Tesla has done, without diluting shareholdings of key stakeholders that control about 90% of VW's voting stock.

Porsche and VW share a common history dating back to the late 1930s and have been formally tied together following a protracted battle for control. Porsche first sought to buy VW more than a decade ago, before the audacious coup failed and the far bigger manufacturer turned the tables, taking control of the sportscar maker in 2009. A remnant from that

acrimonious saga is Porsche Automobil Holding, which has a voting stake in VW of about 53%.

Porsche is the most iconic brand in VW's stable and highly profitable, among other nameplates like Audi, Skoda and Bentley. Creating the multi-brand structure was the brainchild of Ferdinand Piech, the influential CEO and chairman of VW who engineered the Porsche takeover despite opposition from his cousin, Wolfgang Porsche. Piech passed away in 2019, aged 82.

Porsche Chief Financial Officer Lutz Meschke first raised the benefits of a potential IPO in 2018, saying such a move could unlock value and replicate Ferrari NV's successful share sale years earlier. The deliberations didn't gain support from VW at the time.

But the prospect has remained part of conversations around Porsche and officials have openly flirted with the idea that would give one of the world's most coveted car brands more independence.

"I think Porsche could be an interesting part for thinking about an IPO," Porsche CEO Oliver Blume said during a briefing with U.S. reporters last year, cautioning that a final decision won't be his to make. "We have to hand it to Volkswagen and they have nothing decided."

## VW transport ship sinks.

The stricken vehicle transport ship Felicity Ace finally sank after a week of salvage efforts ultimately proved unsuccessful. The ship, which was carrying up to 4,000 VW Group cars, went to the bottom unexpectedly while a salvage team was attempting to tow it to shore.

"Initial reports from the local salvage team state that the vessel had sunk at around 9AM local time having suffered a list to starboard," Mitsui O.S.K. Lines transportation company (MOL), which owns the Felicity Ace, said in a statement.

"The last vessel position was around 220 nautical miles SW of the Azores," MOL said. "The salvage crafts will remain around the area to monitor the situation. Further information will be provided as it becomes available."

The ship sank on 2 March after being battered by waves and listing 45 degrees to starboard, the ship's operator said.

"The weather was pretty rough out there," Pat Adamson, a spokesperson for MOL Ship Management (Singapore), a unit of Mitsui OSK Lines Ltd., said by phone. "And then she sank, which was a surprise."

VW, Porsche, Audi, Bentley and Lamborghini-branded models were aboard the ship, which was headed from Volkswagen's port at Emden to Davisville, Rhode Island, USA when the fire broke out.

Rough seas and ongoing fires

fueled by the lithium-ion batteries of EVs onboard delayed the ship's salvage and recovery operations for the better part of a week. While the likelihood of salvaging the smoke and potentially fire- and water-damaged vehicles from Felicity Ace's hold was slim to none, some had held out hope that their special-ordered vehicles might survive the mishap.

Lithium-ion batteries in the electric cars on board caught fire, and the blaze requires specialized equipment to extinguish, captain Joao Mendes Cabecas of the port of Horta said. The source of the fire is still unknown.

The Panama-flagged Felicity Ace was safely evacuated of its 22 crew members by the Portuguese navy after a fire started in its hold more than a week ago. The ship can carry up to 4,000 cars. European carmakers declined to discuss how many vehicles and what models were on board, but it appears to have been transporting approximately 2,500 cars, including roughly 1,100 Porsches and an undetermined number of Volkswagens, many of which were fully-electric ID.4 models.

The cars aboard were on order. Porsche customers in the United States were being contacted by their dealers, the company said.

"We are already working to replace every car affected by this incident and the first new cars will be built soon," Angus Fitton, vice president of PR at Porsche Cars North America, Inc., told The Associated Press in an email.

Built in Japan in 2005, the Felicity Ace was a roll-on roll-off cargo ship equipped specifically to carry cars. It was 200 metres long (about twice as long as a football field), 32 m wide, and a tonnage of 60,100 tonnes. Its deadweight displacement (payload) was 17,400 tonnes.

After burning out of control for a week, the ship capsized and sank in water over 3,000 metres deep, the Portuguese Navy said. A small oil slick was being disbursed by water cannons from tow vessels. Authorities feared the ship could pollute the ocean. It was carrying 2,200 tons of fuel and 2,200 tons of oil.

Approximately \$438 million worth of goods were aboard the ship, \$401 million of which were cars. Insurance will cover the loss.





These meets are open to all VeeDub enthusiasts, with many non-club members often showing up. It's great to see these enthusiasts come along and mingle with club members, where the common denominator is a love for VWs. We often get other marques show up, who are always welcomed and show our members some of the other great cars getting around Canberra. We have recently had Porsche, Hot Rods, GT Falcons and Mazda MX5s come along.

## Sunday Coffee Canberra Crew.

The Sunday morning coffee meets here in Canberra are becoming more regular, now being sanctioned events where vehicles on historic rego are allowed to attend. Whilst they are approved for every Sunday, we will be advertising actual occurrences on our Facebook page when they are to be conducted, as they are weather dependant and may also not be conducted when other events fall on the same weekend.

The usuallocation for these meets is "The Flags" at reconciliation point on Lake Burley Griffin; however other locations will be used occasionally to mix it up a bit.





A recent coffee meet we conducted saw a large turnout, with a huge effort by Gordon from Bathurst turning up. He drove down that morning, leaving Bathurst at 0530 to get to The Flags on time to have a coffee with the Canberra crew. His white '68 Beetle is beautifully presented, with a 2232cc Penrose motor sporting twin Webers, 4 wheel discs and custom interior. We really appreciated the effort he put in to join us.

Thanks to a couple of the regulars, you can often see pictures of the meet on the aussieveedubbers facebook page, as well as ours and the local Aircooled ACT facebook pages.

Feel free to come along and join us at The Flags most Sunday morning for a coffee and a chat to meet other VeeDub enthusiasts. Keep an eye on the Facebook page for notifications of the meets occurring.

Willie



## Model T race.

*The Sun-Herald, Sunday 5 March 1972*

No sooner has it lost its world crown than the Model T Ford embarks upon a racing career . . .

That might be stretching things, but it has certainly taken a long time for a Model T-only race to be held in Australia.

Now Oran Park Raceway is about to rectify an omission on racing programs that has persisted for 45 years.

The Narellan circuit will have a 'race' for Model Ts at its March 26 meeting. It will be the first such event ever held in Australia. Fifteen cars have entered.

And that's virtually one for every million Model Ts that Henry Ford built.

The Model T had a production life of 19 years, from 1908 to 1927. During that time 15,007,033 cars were built.

Until February of this year, that was the world record for the production of a single model.

But now the VW Beetle is the new titleholder, for in February the 15,007,034th Beetle rolled-off the production lines.



Maybe Oran Park will hold a race for VWs in 45 years' time, as a feature of a program in the year 2017 (Oran Park closed in 2010 so that wasn't possible - Ed.)

## The one-off VW.

*The Sydney Morning Herald, Monday 15 May 1972*

A limited number of Australians will be able to buy their own personalised Volkswagen Beetle from tomorrow.

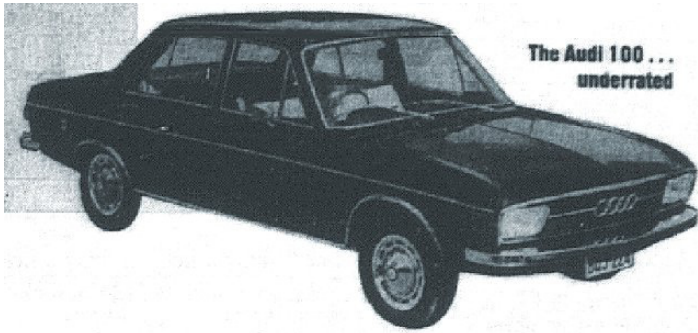
The cars will have an individually numbered silver medallion, set into the dashboard.

And as a bonus for buyers, they will be fitted with red-wall tyres, carpets and special dashboard trims at no extra cost.

Volkswagen Australia Pty Ltd plans to release 1,500 of the cars to dealers across the country

They are being built to commemorate the production in Germany earlier this year of the 15 millionth Volkswagen Beetle.





The Audi 100 ...  
underrated

## Efficient Audi.

*The Sydney Morning Herald, Saturday 6 October 1979*

The last true car from Germany's Auto Union company before it was swallowed by Volkswagen, the Audi 100, sold in small numbers here from 1970 until its replacement by the luxurious Audi 5E in 1977.

With front-wheel drive and an efficient but small displacement four-cylinder engine, the Audi 100 sports a roomy passenger compartment and big boot.

There aren't many around on the second-hand market. In last week's Herald classifieds for instance only five were on offer, all of them later 1.9 litre GLs. They ranged in price from \$3,999 for a 1975 version with a sunroof and stereo to \$4,995 for a similar car with automatic transmission and air conditioning.

When you look at the new car price of the 5E and remember that in overall dimensions they are roughly similar, the current used prices of Audi 100s make them good value.

Developed from the old Audi 90, the 100 made its debut on these shores in 1970 in three versions, all powered by the same 1.8-litre engine in three states of tune.

Longer, lower and wider than the 90, the 100 had a look that still remains modern today with a large glass area and low bonnet.

The original 1.6-litre engine in the base 100 developed 67 kW power, the 100S 76 kW and the 100LS 86 kW.

The model was constantly upgraded between 1970 and 1973 with an optional three-speed automatic available from 1971 and high-backed front bucket seats introduced in 1972.

In August 1973 the Audi 100 was discontinued and it was not until May 1974 that the model reappeared. There was only one version, the automatic 1.9-litre GL that offered standard fittings like reclining bucket seats, stereo-cassette, sunshine roof, radial-ply tyres, laminated windscreen, locking fuel cap, provision for integrated air conditioning and a number of other features.

The 100GL sold in 1976 for about \$12,000.

But it was underrated and not well promoted.

The 1.9-litre engine developed 97 kW at 5,600 rpm and the three-speed automatic gave acceleration of standstill to 100 km/h in 11.8 seconds and a top speed of 177 km/h.

Front-wheel-drive characteristics were always noticeable with the 100, with a distinct self-centring of the steering wheel after cornering. But its rack and pinion steering was light and positive.

The suspension offers good ride and handling with the coil springs all round soaking up the worst surfaces and

providing predictable understeer.

Fuel economy is reasonable, at an average of 11.7 litres per 100 km (24 mpg).

Used buyers should check for rust and fading paint, especially in metallic colours. The finish when new was difficult to fault and should stand up well. Older automatic versions should have their transmission listened to and checked carefully and, as always with front-wheel-drive cars, take the same precautions about drive shafts.

In short the Audi is a car that many people have probably overlooked when looking for a used car. Its modern design makes it one that should be considered by those seeking a well-equipped European machine.

## VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 27th May. These are the forms that all the show entry cars will be required to fill out and hand in as they enter the show area.

You might find it easier and faster to cut out this one, fill it in and bring along on the day, rather than waiting until you're actually in the queue at the gate.

The forms are colour-coded – brown for Air-cooled and blue for Water-cooled. The categories available for each type are listed on the sheet. Choose carefully – you can only enter ONE CLASS. Make sure you know the correct model and year of your VW, so you're in the right category. Also make sure you know whether your VW is Standard or Modified, if that applies to your class.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock standard and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. Whether restored or original, if it looks and runs like it did when it was new, it's Standard.

Modified means you've customised the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, new interior, different paint, later model or non-VW parts, etc etc. It now looks, runs and sounds different – it's your own customised, personalised VW and it's no longer as VW once made it. It's modified.

If you are still uncertain, use the common sense rule. If it looks modified, then it is. If in doubt, ask a Club official.

The Concours Class is for immaculate stock-standard VWs only (air and water). This is the only category that is judged by a panel of VW experts. The other categories are all peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. All categories will have a First Place trophy, while the most popular categories will have a Second, and maybe even a Third place trophy.

If you can bring this sheet already filled out on the day, and use the Tap-And-Go payment, it should be a very quick trip through the entry gate!

You can also download additional forms from the Club website, if you need them, from [www.clubvw.org.au/vw-nationals/vwnationals2022/](http://www.clubvw.org.au/vw-nationals/vwnationals2022/)



# VW Nationals 2022

## Air-cooled Show Entry Form



Name:

Entrant No:

Official use only.

Contact Number (on the day):

E-mail:

Rego No:

Model:

Year:

Vehicle Description:

**Category Entered:**  
(please choose from listing below)

**\$30 Show and Shine entry** (includes one occupant)

\* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice, Ray Pleydon Award and Brian Walker Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

### Air-cooled Car Show Categories:

**#: Categories**

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified

**#: Categories**

- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Air-cooled - All
- 18 VW Factory Exotics (Brasilia, SP, Puma) - All
- 19 Non-factory Off-road, Buggies, Trikes - All
- 20 Aussie Kit Cars and Convertibles - All
- 21 Best Engineered/Race - Air-cooled - All
- 22 Rat class - All Years - All
- 41 *Concours d'Elegance*
- Automatic Entry (do not choose)
- 42 People's Choice - Air-cooled
- 44 Ray Pleydon Award
- 45 Brian Walker Award



# VW Nationals 2022

## Water-cooled Show Entry



Name:  Entrant No:  Official use only.

Contact Number (on the day):

E-mail:

Rego No:  Model:  Year:

Vehicle Description:

Category Entered:  **\$30 Show and Shine entry** (includes one occupant)  
*(please choose from listing below)* \* Vehicles may only be entered in ONE category \*

All car show entries are automatically entered into People's Choice, Rey Pleydon Award and Brian Walker Award.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate **stock** VWs over 10 years old only. All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at **10:30am** sharp. Peer judging forms must be returned to the Club VW stand no later than **12:30pm**.

### Water-cooled Car Show Categories:

- |   |  |
|---|--|
| <p><b>#: Categories</b></p> <ul style="list-style-type: none"> <li>11 Transporter T3 - 1981 to 1992 - All</li> <li>23 Polo, Up! - All Years</li> <li>24 Golf 1 - 1976 to 1983</li> <li>25 Golf 2 - 1984 to 1992</li> <li>26 Golf 3 - 1993 to 1997</li> <li>27 Golf 4 - 1998 to 2003</li> <li>28 Golf 5 - 2004 to 2008</li> <li>29 Golf 6 - 2009 to 2012</li> <li>30 Golf 7/8 - 2013 onwards</li> <li>31 VW Convertible - (Golf Cabrio, Eos) - All</li> <li>32 VW Sports (Scirocco, Corrado) - All</li> <li>33 VW Sedan (Vento, Bora, Jetta, New Beetle, Passat, CC, Arteon) - All</li> <li>34 VW SUV (Tiguan, Touareg, T-Roc, T-Cross)</li> </ul> | <p><b>#: Categories</b></p> <ul style="list-style-type: none"> <li>35 VW Commercial (T4-T5-T6 Transporter, Caddy, Crafter, Amarok) - All Years</li> <li>36 Audi - All Years</li> <li>37 Porsche - All Years</li> <li>38 SEAT - All Years</li> <li>39 Skoda - All Years</li> <li>40 Best Engineered / Race Water-cooled Vehicle</li> <li>41 <i>Concours d'Elegance</i></li> </ul> <p><i>Automatic Entry (do not choose):</i></p> <ul style="list-style-type: none"> <li>43 People's Choice - Water-cooled</li> <li>44 Rey Pleydon Award</li> <li>45 Brian Walker Award</li> </ul> |
|---|--|





## VW SUV?

Turn your 20 year old Volkswagen into a SUV?

We've all seen them – lowered, ground-scraping Volkswagens in magazines and at car shows.

They look great, but really, you're just wrecking the car and making it undrivable on most Australian roads.

If you have to go sideways over speed humps, in my opinion, you've wrecked your car.

Also, you have limited the roads you now can drive down.

Maybe for performance reasons, cars can be lowered, I understand that.

But seriously, for the street, what was ever wrong with the original ride height of your Volkswagen?

So for me, lowering your car is a bit silly.

On the other hand though, raising your car a little bit does make sense to me.

Just like the Volkswagen Passat or Golf Alltrack.

Volkswagen use 25mm Nolathaine spacers in the suspension, to raise their cars just a little bit.



These spacers make a big difference, giving the car more ground clearance.

It also makes their cars better on dirt roads and in snow.

Some people like to go a bit higher though and this is pretty easily done.

There are about a hundred ways you can raise your Volkswagen and it's all a matter of which way you want to go and how much you want to spend.

My favourite is to space the steering sub-frame and use bigger tyres but you may decide to go a different way.

If you're thinking about doing something like this to your Volkswagen, there's heaps of information on the internet.

There is a video on YouTube of a guy that raised his Jetta by 2 inches (50 mm) for only \$6.00. Have a look at [www.youtube.com/watch?v=Zh9os1qEvgo](https://www.youtube.com/watch?v=Zh9os1qEvgo) to see how he did it.

There are kits you can buy but you can use all different types of springs and shock absorbers.

Maybe think about Caddy van springs?

I reckon it's a great project idea for a 20 year old Volkswagen and possibly the way of the future.

You're never going to prove to anyone that 20 year old Volkswagens make good four wheel drives but you might just be able to take some back roads without talking out your aluminium sump.

Ashley Day.





spectators visiting both events and getting a huge dose of beautiful machinery.

The VeeDub display also experienced lower numbers thanks to the weather forecast, but those that did make the effort thoroughly enjoyed the day. It was great seeing several young VeeDubbers come along in their later model water cooled cars, and they were most welcome to join in. One young lad sheepishly approached the

## Shannons ACT Wheels 40th Anniversary.

The annual Shannons Wheels Car Show was held on Sunday March 6th for Canberra car enthusiasts to bring out their pride and joys once again. This is one of two annual car shows conducted by the ACT Council of Motor Clubs with the help of a local car club each year; this year seeing the Antique and Historic Car Club of the ACT being the volunteer club to assist in the conduct of the show.

The predicted bad weather didn't eventuate; however many clubs saw lower attendance due to the forecasted rain or the belief the grounds would be sodden after the overnight downpour the area experienced. But in fact the weather held off and the Queanbeyan showground drains well, resulting in a great event and no soft ground to worry about. The bi-annual National Rolls Royce Rally was also in Queanbeyan at a separate location (within walking distance) which saw many

gathered VeeDubbers and informed us he owned an R36 Passat out in the carpark. He was quickly encouraged to bring it in and the smile on his face, being able to display his pride and joy, was fantastic to see. He loved talking to the rest of us





and I think we'll be seeing him again at future events.

This year saw equal numbers of water cooled versus air cooled cars at the VeeDub display. It's great to see that all models, regardless of age, have some enthusiasts who believe they are worthy of being displayed. The future of the car movement, and in particular VW enthusiasts, looks to be in good hands. A 1976 Mk1 Golf was the standout of the water cooled cars, with an immaculate Eos convertible also getting a great deal of attention. I believe the Eos will be a future collectible classic.

The local Mercedes club once again won the trophy for best club display, this year lining up one model from every year Mercedes have been sold in Australia. Only two years were not represented; however a small table with a model of a Mercedes built that year was displayed. Any year that had more than one car represented were displayed to the rear of their area. They certainly had the most number of cars from any one marque, even beating Holden and Ford this year.

The Mayor's choice this year was a lime green HQ Sandman ute, with the Mayor's wife falling in love with a BMW Isetta. Proceeds from this year's show were shared between Technical Aid for the Disabled (TADACT) and the National Stroke Foundation.

Willie.

## Hairdresser cars.

Most of the cars you see on the road today, to me, just seem to all look the same.

They all look like different boxes in boring colours.

Most of the time the only way you can tell what brand a car is, is by the badge work on the front or back.



New cars today are fantastic machines, but why do they all have to look the same?

Hairdressers on the other hand, seem to buck the trend and buy cars with nice curves, bright colours and character.

They should have hairdressers design the cars - maybe they already do?

Or maybe hairdressers just have style and money?

'Hairdresser' cars are the Porsche Boxster, Golf Cabriolets, Audi Cabriolets, the Audi A1, the Eos and the New Beetle.

These are the cool cars if you ask me.



Maybe not all hairdressers drive these cars but this is what they are nicknamed by blokes with too much testosterone.

These cars have curves, look good and come in bright colours.

Over the years I've copped a lot of jokes from people about driving 'hairdresser' cars, but it never bothered me.

What would they know? How many of them have had one anyway?

So why do hairdressers get to have all the fun?

Ashley Day.





started at Wollongong Lighthouse at 3:30pm and finished at Kiama Lighthouse.

To get to Kiama Lighthouse we took a different route to what we have done previously. A few cars turned around because of a water crossing along swamp road and they went a different way to the Lighthouse.

After the Lighthouse, we went to Kiama Leagues Club for Dinner. The food was delicious as always.

I think and hope everyone had a great time

By Maddisyn Critcher (Age 12)

## Flat 4 Lighthouse-to-Lighthouse Cruise 2022 - two kids' perspective.

This weekend was a great turn out, but due to the weather and COVID, most people didn't and or couldn't come.

Compared to previous years, we had roughly 20 cars at the event, which was pretty good all things considered. We



Our Dad was out in front in the Kombi, and our mum joined us in the Beetle halfway through the cruise to Kiama Lighthouse because of her work.

My Dad, Kevin, came up with the idea of the





Lighthouse-to-Lighthouse Cruise, and thought it would bring people out of their houses for a day in the sun with their VW. The weather was a bit chilly, but the cruise was still very fun.

At Kiama Lighthouse, there is a Blowhole, and every time the water came in, it blew it splashed water on everyone around.

One of the Volkswagens broke down at the start, just as we headed off from Wollongong Lighthouse. When we stopped in Albion Park, to let other cars catch up, my sister Maddisyn jumped out of my Dad's Kombi and into my Mum's beetle.

By Harvey (Aged 10)





burners which power the hot water system and stovetop. The main advantage of this is doing away with the need to carry gas or other alternate fuel source.

For the Australian climate, pretty much every window aperture has a fly screen, and there is a 200W solar system to help charge the separate lithium-ion battery pack which powers the camper's amenities. Power monitoring and in-built systems controls are stowed away in one of five overhead lockers.

On the outside there is a powered awning which is also lit with a dimmable LED, and connectivity for water mains as

## Trakka Akuna A2M.

It's clear when it comes to campers, there's a world of choice almost as vast as there is for cars altogether.

At one end of the spectrum you might have something like a rooftop tent for your ute or SUV, setting you back a few thousand dollars, and at the other you have something like this: the Trakka Akuna.

A completely self-contained camper, this latest innovation by the Australian campervan specialist resides on a relatively compact mid-wheelbase VW Crafter base.

I took it for a weekend away to use all of its features and find out what it's like to hopefully help you decide if it's right for you.

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

First things first. This is the Trakka Akuna A2M. This means it's a camper based on Volkswagen's Crafter commercial van, and in this case, it is the smallest version of the Akuna, on a mid-wheelbase. There is also a long wheelbase available either with four seats or an extended bedding arrangement.

The A2M is the cheapest Akuna at \$150,000 and sits above the smaller, less lavishly equipped, and VW Transporter-based Trakkadu range (which the brand is most famous for), but below the Mercedes-Benz Sprinter-based Jabiru.

Unlike the Trakkadu and Jabiru ranges which have lifted 4x4 drivetrains for go-anywhere camping, the Akuna range is front-drive only.

The A2M is remarkably equipped and packaged, with plenty of Australia-specific fittings.

On the long list of inclusions is a horizontally-placed double bed, a driving area which converts to a dining area courtesy of rotating 'captain's' seats, and a fold-out bench, full dimmable LED cabin lighting, a self-contained bathroom (with shower and motorized toilet), a microwave, a fridge and freezer, drinking water filtration system, and ceramic cooktop.

Trakka calls the Akuna a 'single fuel source vehicle' meaning it has plumbed the Crafter's diesel fuel tank for

well as an inlet for powered campgrounds and an exterior household-sized power outlet.

As a vehicle the Akuna has standard LED headlights, a wide angle reversing camera and commercial-sized wing mirrors, a 20.3 cm multimedia touchscreen with Apple CarPlay and Android Auto, as well as cloth front seat trim and a decent, optionally upgradable, active safety suite which we'll explore later.

That's not all though. The Akuna comes with a comprehensive suite of options, some of which are necessities if you're already paying the asking price.

Our camper had the 'Alfresco Pack' (\$3000) which includes a second drawer fridge, external table with collapsible sink, exterior heated water supply (which can double as an outdoor shower), and an extended solar system which boosts total solar supply to 440W.

There's also the 'VW Plus Pack' (\$6500) which bundles together a suite of VW's options for the Crafter, including a more comprehensive safety suite and the 'Trendline' styling pack.

Finally, our car had a set of satin black Trakka alloys (to replace the standard VW steel wheels) at a cost of \$2190, and the 2.0 kW inverter (\$1370) to add real oomph to the on-board power.

Trakka also offers a tow kit (\$1400), premium upholstery (\$1650-\$3500) roof-mounted air conditioning (\$3250) and what we'd consider necessary for reasons explained later, an induction cooktop (\$540).



So, it's certainly a pricier camping option than some others out there, and there's a long list of optional extras, but there's also a lot included for such a relatively compact vehicle.

### Is there anything interesting about its design?

This is a van. A big tall van. There are many worse looking ones than VW's Crafter, and it's all tied together by the Trendline styling pack, LED lights, and AKUNA black vinyl graphics added by the brand.

The black alloys make it a little more distinctive than any other Crafter on the road, but perhaps the best thing about this mid-wheelbase version is how subtle it is. Unless you knew what all the extra Trakka badgework meant, it would be hard to tell from the outside exactly how capable and complete a camper this van is.

Inside is well treated for an aftermarket fitted-out van with aesthetically pleasing light fittings, tidy trim work, and a variety of well thought out colours and textures to round it out.

Obviously from the driver's seat things are not only aesthetic, but pretty easy to use too, thanks to the typical sensible VW layout. Our car missed out on a leather trimmed steering wheel, but Trakka assures us the A2M will normally come with one.



The dimmable and individually switchable LEDs allow you to adjust cabin ambiance to your liking, and there's also a choice of patterns for the feature wall inside. We'd stick with the wood-look trim our van had though, as the 'concrete' option in the showroom looked a bit less homey.

Elsewhere the blend of real wood and plastics delivers a friendly ambiance, and hardware like the benchtop, taps, and cooktop are all tastefully applied.

### How practical is the space inside?

Considering the limited space on offer, Trakka has done a brilliant job making the Akuna so seamlessly easy to operate. Drawers are tucked away neatly, the kitchenette with its flip-out bench and fold-away sink are brilliant, and extra considerations include the full-length fly screens for the main door and barn doors, as well as a double-hinged fridge which totals 90 litres of capacity.

The storage area under the bed is large for the bulk of your belongings, however, given the sustainability of using



the Akuna longer-term between powered campgrounds, those departing on longer journeys might still find they have to pack light.

Other campers were envious of the ease of our set-up. The Akuna is a breeze. You pull up, plug into the power, and that's it. You're ready to go. There's no need to deploy parts or pop things out. The powered awning even bolts to the car to help stabilize it if you can't be bothered to pin it down or if a breeze is blowing.

The water pump and internal power are fast and easy to operate, however the diesel-powered amenities created some minor issues.

Like most compact stoves with a burning fuel source, the diesel one in the Akuna has an odour, it's just a bit more distinctive than others. If you're used to gas or induction at home, you'll also notice the time it takes to heat up, which is more on par with electric or ceramic tops.

It also radiates so much heat when fully operational that leaving plastic objects close to the business end will cause them to melt. Just get the induction cooktop option (\$540). It's well worth it.

The water heater didn't quite have the same odour issue, but did take a long time to heat up, and with a capacity of just 10 litres you'll want to keep those showers short. Count your blessings though. It's a wonder Trakka was able to fit an actual heated shower inside a mid-wheelbase at all.

The battery monitoring system is great and lets you keep track of how much power you have left and exactly what is drawing from it, so there's no mystery as to where the power is going. It will last off the power with just the fridges running (full blast - they have power saving modes) for a few days.

The brilliant thing about the A2M, though, is you can do almost all the normal activities you can do in a car. It's almost three metres tall, so you won't fit in most multi-storey car parks, but you can fit in most car-sized spots in above-ground car parks with its just-under-six-metre length.

This means you don't have to hunt around for ages trying to find a truck-sized park when you just want to stop for groceries or a coffee.

On the capacity front, the Akuna A2M can carry 140 litres of fresh water, 10 litres of hot water, 80 L of grey water, 16 litres of toilet waste, and a 75 litre diesel tank.

One thing you might want to keep an eye on is the 3550 kg GVM. This means just 609 kg for payload capacity which



could get tight once you've got two weeks' worth of supplies, two people, and maybe some leisure equipment on-board.

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

The Akuna is powered by VW's commercial 2.0-litre, four-cylinder, turbo-diesel powerplant. It produces 130 kW/410 Nm.

This engine is adequate for carrying the Akuna's bulk, although at 2941 kg it's far from spritely. The Akuna range is front-wheel drive only via an eight-speed (torque-converter) automatic transmission.

#### What's it like as a daily driver?

Could you have the Akuna as a daily driver or second car? I suppose so, but I'd hardly recommend it due to its sheer size. If you plan on keeping it as a second vehicle of sorts it will get by, but the visibility out the rear is less than ideal.

With just a small portal of a window, it's easy enough to tell if a car is behind you, but perhaps not a motorcycle.

It will also be a relatively difficult vehicle to keep, given it's almost three-metre height will likely have it out of a standard-height garage and living on the street or on a front yard. Still, it's much easier to move in a pinch than a camper trailer.

Again, despite relatively tight dimensions for something of this capability, multi-storey car parks will be a no-no.

As you might expect, thanks to its nature, it is a bit noisy to drive around. The suspension is commercial-ready, meaning it's quite firm, and all the fit-out makes for a bit of a rattly experience, even when it's settled on long strips of freeway.

At any rate, at least the wing mirrors grant excellent visibility, each having a wide angle allowing you to see precisely where the rear corner and wheel of the van is.

For milling around town there are also the typical Volkswagen touch points, ergonomics, and easy-to-use features like a multi-function steering wheel, 20.3 cm screen with Apple CarPlay and Android Auto, and the relatively seamless active safety inclusions in the 'VW Plus Pack' as fitted to our vehicle.

#### What's it like for touring?

Once out of a city and in its camping comfort zone, the Akuna is stellar for many reasons already mentioned, and

then some. The ability to quickly and easily set up at any campground makes for a stress-free arrival and departure, as does its many already described easy-to-use internal features.

One not mentioned thus far is the bedding scenario. Set horizontally across the vehicle, the bedding is more comfortable than the thin mattress might suggest, but it is built for durability, so if you're like me and used to a softer bedding arrangement, you might want to consider a mattress topper.

I don't quite fit length-ways on what Trakka calls a double, so factor that in if you are my height (182cm) or taller.



Indeed, other campers were notably interested in the Trakka's compact, easy set-up and barn doors which opened up to face the ocean. The outdoor shower is a must for beachfront camping, and the extra solar makes the Alfresco option a box which should really be ticked.

The fact this camper has any active safety items at all is a huge plus, but on the long stretches of road you'll really get the most out of adaptive cruise control.

That said, the weight of the Akuna has its toll on driveability on long freeway sections, and there will be a lot of sticking to the left on busier stretches. As mentioned though, being able to park it in most regular car-sized spots is a huge plus.

With the fridge and storage on offer, camping for weeks at a time seemed a real possibility so long as you included a site with a few amenities every so often. Storage seemed a tad limited for truly long-term camping, but if you intended on topping up supplies every few days it wouldn't be a problem.

A final note: The Akuna is strictly front-wheel drive in all variants, so especially considering its weight, you'll need to stay well clear of any dodgy surfaces.

#### How much fuel does it consume?

The commercial powerplant showed off its chops by consuming just 9.6 L/100 km on my camping weekend which included around 300 km of driving. It's not clear how tapping the diesel tank to power amenities affected this number, and Trakka does not provide an official figure for this vehicle as fitted out.

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

The Crafter can be fitted with most of the active safety items from VW's passenger car range, which for a commercial vehicle is excellent.

Auto emergency braking (AEB) and driver attention



alert are standard alongside dual front airbags, electronic stability and brake controls, and a crosswind assist system.

If you're already spending the \$150K on the Akuna though, get Trakka's curated VW Plus pack which includes the Trendline styling as well as a vastly expanded active safety suite.

You'll get lane keep assist, blind spot monitoring, rear cross-traffic alert, and adaptive cruise control. That last one is a godsend for long freeway drives.

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

The Akuna remains mechanically covered by Volkswagen's five year/unlimited kilometre warranty.

It requires mechanical servicing through VW's network once a year or every 20,000km. Service costs are fixed for the life of the warranty and vary between \$444 and \$867 per visit for an average of \$640.20 per year.

On top of that, Trakka recommends a yearly service for everything involved in its fit-out, including fully cleaning out all lines and reservoirs.



#### Verdict

While the Akuna A2M is certainly pricey compared to some camping solutions, it is outstandingly packaged, easy to use, and with just a little planning could sustain some serious touring.

You'll need to delve several thousand dollars into the options list to get the right vehicle, and keep an eye on your height and GVM, but there was no mistaking the envy on the faces of other campers on our test weekend.

[www.trakka.com.au/models/akuna](http://www.trakka.com.au/models/akuna)

Tom White

## Volkswagen Used Car test

*Australian Motor Manual, May 1960*

We have often been asked how the fabulous 'people's car' - the popular Volkswagen - stands up to wear and high mileage. To find out we selected a typical 1957 model from



1957 VOLKSWAGEN, £585

the stock at Swanton's Motors, of Hurstville. In dark green duco the VW had been in the hands of two owners and the clock indicated a reading of 48,000 miles.

Before taking the car out we were told that it was on its third set of tyres, its second set of spark plugs and its second clutch. The cylinder heads had been pulled down at 30,000 miles for valve grinding and de-carbonization but apart from this and regular servicing the service booklet showed no indication of any other work having been done.

The interior of the VW was well preserved except for floor rubbers and headlining. Both were badly frayed. On the road the performance of the car could hardly be picked from new in the way the controls had retained their new 'feel' and the manner in which the suspension had remained taut and rattle free.

The motor could be started at a touch when hot or cold and only showed its age on hills or when revved high in the gears. There were some rattles and squeaks in the bodywork but this could be expected from a car of this mileage.

Steering and clutch movement had lost some of their direct action through continuous usage. The windscreen wipers worked well but both trafficators required attention. Swanton's said these would be fixed before sale. On the exterior again the duco on the car was in first class condition and all five tyres showed good tread.

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**57-2094**

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## Collector's Corner - the Paradise series.

This most infamous of Australian VW magazines was published by Geoff Paradise, a V8 enthusiast and businessman, and a somewhat shadowy figure in the magazine business. His reputation was made in custom V8 hot-rod circles. He knew very little about Volkswagens but recognised a marketing opportunity when he saw it.

Geoffrey Mark Paradise was born in Paddington on January 9, 1954, the second child and only son of Len and Jo Paradise. His early days were spent in Sydney's inner eastern suburbs, where his love of motor sport was born at the bull ring of the old Sydney Showground Speedway. When he was in his early teens, his family moved to the Central Coast and Geoff finished his education at Woy Woy High. In 1970, at 16, he became an apprentice spray painter, but soon discovered his true calling.

Paradise found his start in journalism after writing to the then editor of Australian Hot Rodding Review, Kevin Wolfe, complaining about the quality of the magazine's photography. Wolfe wrote back: "If you think you can do better, do it yourself." Paradise followed the advice and was paid \$16 for his first feature. By 1972 he was editor of Hot Rodding Review.

With an eye on the home of hot rodding, he decided to travel to the United States in 1974, and was hired by Petersen Publishing as the features editor for its flagship publication, the prestigious Hot Rod Magazine.

After two highly successful years in California, Paradise returned home in 1976. To further his journalism he worked at both AAP and the ABC as a news reporter and sub-editor, but his true passion was to establish a magazine for Australian enthusiasts in the style of Petersen's successful Car Craft. Soon he joined Murray Publishers, working on its various motoring titles with the goal of convincing management to turn his dream into reality. Eventually management listened and, in 1981, Street Machine was born from the remnants of a fading irregular magazine called Van Wheels.

His first issue, named Van Wheels & Street Machine, sold for \$2 and sold 24,500 copies, compared to 60,000 for Wheels and 45,000 for Modern Motor. For the second issue two months later, the magazine was renamed Street Machine & Van Wheels, and by the seventh issue in 1982 was just called Street Machine. By this time, the magazine was selling well over 30,000 copies.

A falling out with the management after Kerry Packer's Australian Consolidated Press took over Murrays led Paradise to leave his beloved Street Machine in 1985 and start his own publishing business. Street Machine was selling over 50,000

copies by this time, and its new editor was former Sydney Morning Herald motoring writer Phil Scott (who even earlier had once worked for LNC Industries and VW Australia as a PR rep). He was much more a new-car guy than an old-school hot-rodder and he took Street Machine in a different, more 'mainstream' direction before later going on to edit Wheels.

Meanwhile Geoff Paradise established Performance Street Car, his own competitor for Street Machine, and Super Ford, the first one-make 'general sale' magazine in Australia (the 1965-66 'New Horizons with VW' was the first one-make magazine of any kind, but was only sold at VW dealers, not in newsagents). In 1988 he started Fast Fours and Rotaries, a magazine that targeted the rise in popularity of modified small Japanese and European cars, a previously untapped market. These titles proved very popular and were soon purchased by the Federal Publishing Company.

In the early 1990s, Paradise sold up and decided to move back to the US, to explore the changing trends in automotive publishing. With a young family in tow, he moved to California, working on various projects, but after a year of mixed fortunes, they headed back to home soil for new challenges. He joined the team at Express Publications based at 2 Stanley St in Silverwater, which already produced a title called Hot 4s and Wild Rotaries. Express had also published 'collectors' editions' based on that magazine's content, called Red Hot Rotaries, and Red Hot Geminis.

Paradise had seen the huge custom Volkswagen scene in California on his recent stay, something he had paid little or no attention to before. On return to Australia he learned his former magazine Fast Fours and Rotaries had occasionally featured a custom VW and had just published two VW collections in 1992-93 called 'Hottest VW' (see Zeitschrift Nov 2021). So he contracted VW enthusiast and writer Steve Walmsley to add some occasional VW feature car articles to Hot 4s and Wild Rotaries. Steve had already contributed

articles to other Australian VW magazines. Soon Paradise was writing his own VW feature car articles, usually just paraphrasing what the owners told him and written in his blokey conversational style.

Paradise learned that VW Power had been well received but was no longer produced and no real alternative had followed. He realised that a marketing opportunity for a new VW magazine existed. By the end of 1993 there was enough VW material for Express to publish a special edition called '**Hot 4s' Red Hot Volkswagens No.1'**. This would be the genesis of a new series of Volkswagen magazines by Express Publications and edited by Geoff Paradise.

Like almost all professional magazines, it was produced in standard US 'Letter' size of 8½ x 11 inches, which after trimming gave a finished size of 8¼ x 10¾ inches (210 x 273 mm). It was printed in full colour on good glossy paper with the cover slightly thicker. The first edition was



Motoring writer Geoff Paradise built a career out of his passion for cars and racing.

84 pages and went on sale in October 1993 for \$5.50. The issue was only labelled 'No. 1' and was not dated.

"Obviously if you've sprung the dollars to buy this magazine then it would be a fair bet that you are a Volkswagen aficionado. After all, if Minis, rotaries or Geminis were your go you probably would have given this magazine a massive side step," Geoff Paradise wrote in his first editorial. "What we've got here is a fine collection of some nice products from Wolfsburg." Being a V8 guy, Geoff didn't know that locally sold VWs had been made in Australia, not Wolfsburg. There were other minor gaffes, including stating that the new T4 Transporter was 'definitely not a Kombi' because 'VW started calling their vans Caravelles' (no, just the people mover versions); describing a featured customised 1977 Golf GLS as 'Volkswagen's second-generation water-pumper' (no, it was the first), and describing how a '64 body shell needed 'later model strikers' to allow a '67 door to be fitted. Aussie '64 and '67 doors are the same - it was actually a '68 door.

The second issue appeared 3 months later, in January 1994, and this time was called '**Best Volkswagens No.1.**' Geoff repeated his previous error about featuring local cars 'from Wolfsburg' in this collection of more Hot 4s VW features, but did report that it was a fill-in while 'you are waiting for the all-new magazine, Volkswagens (sic) Australia, to hit the newsstands.' This collection of feature car articles was a bit different from the first issue, with more colour and more photos and less tech. Probably just as well - the one tech article reported that for 'the humble Beetle' its 'standard powerplant is a 40 horsepower 1600cc engine.' Another article referred to 'Richard and Barras from Vintage VW.' The Stan Pobjoy article featured a photo of the car's engine bay printed upside-down.

So after two compilations of Hot 4s articles, the next issue was '**Volkswagen Australia No 1 Collectors Issue,**' which appeared in April 1994. After seeing our use of some German headings in Zeitschrift, Geoff Paradise copied the idea and named his editorial 'Von Meinem Schreibtisch' ('from my desk'). He explained that his new magazine grew out of 'Red Hot Volkswagens,' which we knew. Credit to him for admitting that 'a couple of us (me included) profess to having a limited knowledge on Volkswagens,' but he was 'devouring specialist magazines from around the world' and was 'on a learning curve.'

**Issue 2** of Volkswagen Australia followed in July 1994; **Issue 3** in October 1994; **Issue 4** in January 1995 (subtitled '**Annual,**' even though it was just the next quarterly issue - the word 'annual' means 'yearly'), and **Issue 5** in April 1995. Each issue was a little better than the one before, and had gone up to 92 pages (and the price to \$5.95, then \$6.95). The German headings were dropped and the Stan Pobjoy article from Best VWs No 1 (with the upside down photo) was repeated. Geoff was still making beginner mistakes. "The boss has promised me a bonus if we can sell as many copies of VWA as Volkswagen AG has sold cars," he wrote. "All you need to do is buy 21 million magazines and I'm laughing. Bear in mind it's taken 60 years for the Wolfsburg giant to reach those dizzy heights." He misunderstands that 21 million is the world-wide total for the Beetle only, of which only 11.9 million were made in Wolfsburg, the rest in other factories in Germany and around the world. If you are counting 'cars' made by VW AG, VW passed 50 million of all types in 1987, 100 million in 2005 and 150 million in 2017. Geoff later refers to new VW

models such as the Golf 3 and Polo coming to Australia soon, so 'prepare yourself for some tasty Bavarian fodder." No. Bavaria is in southern Germany and there are no VW factories there (although Porsche, Audi, Mercedes and BMW are at home in Bavaria). Wolfsburg (and Hanover, Brunswick and Emden too) are in northern Germany, in Lower Saxony.

These minor points aside, it was still a good effort with plenty of colourful car features and a promising future. However the next issue in July 1995 saw a change of direction - and a change of name. It was now called '**Street Volkswagens No.1.**' What's in a name? Geoff wrote in his editorial that 'the original 5-issue-old Volkswagen Australia didn't seem to strike a chord with VW enthusiasts around the country.' The actual reason was a little publishing trick. When the latest issue of a regular magazine arrives, newsagents place them on the racks ready for sale. At the same time they remove any unsold copies of the old previous issue. These get sent back to the distributors for pulping and sales revenue is missed. Now, if Geoff brings in a new magazine with a different name, the newsagent doesn't know it's the same and places it on the shelves alongside the old issue.

Geoff's grasp of the way the Volkswagen company worked was still lacking. 'Take for example the Super Bug for the US market,' he wrote in this issue. 'For some strange reason it was decided in Wolfsburg that the yanks (sic) would do all right with drum brakes on all four corners, whereas in Europe and Australia they were deemed inadequate and we got a drum/disc combination. Now I don't profess to be an expert on all things Volkswagen... who is?...' In the US the model was called the Super Beetle. It was Volkswagen of America, not Wolfsburg, that chose the specifications for the cars imported and sold in their market. Similarly, Volkswagen Australia (LNC) chose the Australian spec for our cars (which were CKD-assembled). The Americans were comfortable with drum brakes - almost all their domestic cars had front drums in the early 1970s, as Geoff would know, and they were all bigger and heavier than VWs. In Europe, the basic 1302/1303 also had front drums. Only the 1302S/1303S, on which our Superbug was based, had front discs.

The next issue in October 1995 was called '**Best Volkswagens No.2**' (following No.1 from January 1994); in January 1996 it was '**VW Action No.1,**' and in April 1996 it was '**Street VWs No.1**' (not to be confused with 'Street Volkswagens No.1' from the previous July). This issue is perhaps one of the most sought-after, due to the cover shot featuring lovely busty model Amanda Cameron in pink bikini top, short denim shorts and black heels. This was the first time this kind of V8/bike mag style of shot was used for an Australian VW magazine, and she featured again in the article on Kevin Reely's Beetle. All very nice, but this issue also showed Geoff had been reading a little about early Type 2s and misunderstood much of it.

He refers to 'Transporter designer Ben Pon.' No, he was the Dutch VW importer who first made a rough sketch of his idea for the layout of a possible model in his notebook in 1947. He didn't actually design the Transporter, which was done by the Volkswagenwerk and first went on sale in 1950. Later, Geoff writes: "The year 1967 was the end of an era for Type 2s. The split window had been dropped in favour of the 'bay window' design. It also marked the first year for 12-volt electrics... in that period from 1950 to 1967 some 1.8 million split window Type 2s emerged from the Hanover plant.'

Those changes only refer to Europe, not here. In Australia, where the Type 2 was locally manufactured, the split window survived until July 1968, and it was 6-volt all the way through. 12 volts only came in with the second-generation model in July 1968. And in Europe, the Hanover plant only came on line in 1956; Transporters before that (1950-55) were built in Wolfsburg.

Geoff's general demeanour was perfectly shown in a reply to a letter from a Jason Gordon of Hornsby, who wrote expressing scepticism about the 'Concept One' New Beetle prototype; he thought it was not a real replacement for the original Beetle and looked like a Japanese 'retro' show car. Geoff replied: "Jas' ol son, I reckon everyone's entitled to their opinion but I also reckon you're up yourself."

We were so bemused by Geoff Paradise's VW magazine, with its numerous tech errors, V8-style bogan-speak articles and a new title name each issue, that in June 1996 I wrote a tongue-in-cheek article for Zeitschrift called 'How to Write an Article for Super Australian Best Hottest Street VW Power Scene.' Geoff wrote back with a patronising and self-righteous letter, which we published in the August 1996 issue. My humorous response, titled 'Trouble in Paradise,' was published in September 1996, and we never heard from Geoff again. You can read these articles on the club website under Media/Old Articles/Controversial.

The next issue in July 1996 returned to the 'Volkswagen Australia' name but it was again subtitled '**Annual.**' This issue had another, but different, Part 8 of Dak to the Future. Geoff's editorial was still rhapsodising about the Concept One and enthusiasts 'wanting to place their order for the first new Beetle since the 'L' Bug.' No Geoff, that was discontinued in late 1975. The last new Beetle in Australia was the 1600 'Beetle' that ended assembly in July 1976 and sold the last old stock in March 1977. He also wrote 'We must never forget that not everything that carries the VW logo is a resounding success. The first series Passat in Australia springs to mind as does the locally assembled Golf... I seriously doubt the Concept One will be next.' As usual, completely wrong. The Passat was awarded Wheels Car of the Year in 1974 and easily outsold the 1600 Superbug and 1300 Beetle combined in 1974-75. Likewise the Golf, Car of the Year in 1976 and far outselling the 1600 Beetle that year. From 1974-81 VW sold 13,700 Passats and 12,200 Golfs in Australia. Yet from 2000-2011 VW sold just 7,180 New Beetles (plus 1,630 Cabrios). This issue was also the last time Geoff included 'Your Reaction,' the letters from readers column, perhaps a wise decision given his past reaction if a reader dared to disagree with him.

The next issue was '**Super VW No.1**' in October 1996, which included Geoff's (6 months' late) report of the VW Nationals at Oran Park and Parklea. He wasn't impressed - it was summarised as 'the usual gathering at the usual place at the usual time.' Maybe he was still pissed off with me. 'The event seemed a little flat,' he wrote, 'like hanging out the same decorations on the Chrissie tree year after year and expecting the kids to get excited... Perhaps for 1997 the organisers Club Veedub Sydney could relocate the swappers and sellers to a more congenial location. Just because they are flogging old parts doesn't mean they have to be banished behind the dunnies... it is appropriate to inject some vibrancy into the event. It needs a more carnival atmosphere and possibly should be self-contained in one location. If an event is to call

itself the 'Nationals' then it needs to be something truly memorable.' He captioned a picture of a Type 3 motor with extractor on a stand with 'Turbocharged upright created a lot of interest.' He must have thought the Type 3's crank-mounted cooling fan was a turbocharger. And of course it's the Type 1 engine that is upright. The Type 3 is much flatter and is sometimes called the suitcase or pancake engine.

'**Best Volkswagens No.3**' followed in January 1997. 'Let us make a prediction right here, right now,' Geoff writes. 'The new Volkswagen Polo will become the cult car of 1997 and will only be usurped by the arrival of the New Beetle next year or in early '99.' As Mark Twain once said, you should never make predictions - especially about the future. The New Beetle did not arrive in Australia until 2000, by which time 4,200 Polos had already been sold. In 2000 1,328 New Beetles were sold compared with 811 Polos, but in 2001 it was 906 New Beetles and 1,126 Polos. By the time the New Beetle was discontinued in 2011, 8,810 had been sold here compared with 25,400 Polos. Geoff's prediction was wrong.

April 1997 saw '**VW Action No.2**,' and a welcome increase in size from 92 to 108 pages but still at the same price of \$6.95. In his editorial Geoff wrote: '...it is but two weeks to the '97 VW Nationals at Parklea. This year's event heralds the 10th anniversary of the Nats.' No, it was the 10th occurrence, but only the ninth anniversary. The first Nats was in 1988. 'The organisers have been working feverishly to make it truly memorable. Apparently my comments last year struck a chord and for all intents and purposes this year's bash will be brighter, more user-friendly and have a more 'nationals event' feel to the show.' Nice of Geoff to claim the credit for himself on the success of the Nationals. And, as it turned out, we never got to read his thoughts on the show as this was his last issue as editor.

The next issue in July 1997 was again called '**Volkswagen Australia Annual**,' not dated or numbered, and had a new editor, James McRory. He wrote: "Welcome to my first issue as editor of Volkswagen Australia. Geoff Paradise has moved on, and I'm now charged with taking the magazine on into the future.' He was a motoring journalist, editor and publisher (Axxon Media Pty Ltd) with interests across the motoring spectrum and had contributed to numerous magazines. He would later publish a number of motoring books such as 'Best of the General's Mean Commodores' (1996); 'Brock Commodores' (1996); '4WD Driving Basics' (1997) and 'Modern Classics and Performance Cars' (1999). Taking over the Paradise magazine series for Express Publications was his first assignment with Volkswagens, but it must have sparked an interest. Today he is the editor of Audi Australia's in-house 'Audi Magazine.'

His first VW issue was a good effort, with a large mix of Australian and US feature cars (both air and water), latest VW news and some show reports such as Pomona Swap Meet and the VW Nationals. The report, written by Jim McIntyre, was much more positive than Geoff's had been the year before. It concentrated more on the Oran Park Drags than the show day at Parklea. The readers' letters page was back, under the 'Mail Bag' title. There were only a few minor mistakes, such as stating the Transporter's inception was 1951 (1950), and Ben Pon's layout sketch was 1950 (1947) and 'within a year 60 Transporters were being built each day.' It was three years. Why does the Ben Pon thing cause so much difficulty for non-VW writers? Anyway, a good start for new editor

James McRory.

In October 1997 came 'VW Power' - an unoriginal choice of name, given the earlier 1988-92 series from Syme Media with that title. However the rest of the magazine was better than before, and it had increased again to 116 pages with more Golf and Ghia and Kombi stuff to go with the many Aussie and US feature cars. There was a welcome VW tech article on stroker engines by VW race expert Ben Durie. All the latest VW news was taken straight from our Zeitschrift and Club VW webpage, with a nice acknowledgement.

In January 1998 came 'VW Action No.3.' James' editorial mentions that his magazine is again sponsoring the VW Nationals, which was moving to Fairfield in 1998, followed by a nice review of Club Veedub. There's also a four-page Nationals program in the middle. I also liked his comments about the delay in TKM bringing the new Golf 4 to Australia - more than a year after its debut in Germany. Among the usual feature VWs with chop tops, flares and whale tails, there was more US stuff such as the VW Classic show report and a great interview with Clyde Berg. A reader complains about the different names each issue and no month/date, but James says the magazine doesn't 'necessarily run in sequence,' and 'each issue has a slightly different thrust' and 'is a slightly different magazine.' He also says 'most of the material we run is really timeless, so a date is not really relevant to the title.'

In April 1998 it was 'Street VW No.2.' This time there were more Australian feature cars, with a wider variety than before. Not just flared Beetles with whale tails, there were also vintage stock Beetles, Ghias, Kombis, buggies, Golfs and Polos, and Flat Four's Jamboree was featured. Alan Challis' Herbie racer was shown. Great to see more on modern VWs, with a good review of the new Colour Concept Golf 3 VR6, and an excellent article on buying a Golf, written by Greg Shershoff. As for the US, the California VW Jamboree and an Arizona show VW were shown. Probably the best issue so far in the series, and certainly one of the best balanced.

In July 1998 came 'Street VW No.4.' This seems a strange name - what happened to No.3? There was no No.3, but the last few issues of the series had included a bonus collection magazine. There were four of them, begun in Geoff Paradise's last few months at the helm, and we'll look at them in more detail next time. One of them was called 'Street VW Yearbook,' a collection of previously published articles, so that counted as 'No.3' even though it wasn't part of the usual series.

James' editorial did not make pleasant reading - it began 'Thanks for loyal Aussie support,' and 'Times are tough wherever you look...!' There was increasing competition from overseas VW magazines such as Hot VWs and VW Trends from the US, and Safer Motoring and VolksWorld from the UK. "Australian magazines are not, for the most part, equipped to deal with this massive influx of dumped overseas material,' James wrote. 'Many Australian magazines have found the going so tough that they have decided to pull the pin altogether. Volkswagen Australia is still in there

pitching, while all of our genuine local opposition has gone to the wall...we will be able to continue to bring you the very best VW magazine on the market.'

Unfortunately, no. This would be the last issue of the 'Paradise' VW magazine series, after 20 issues (one less than VW Power earlier.) No issue appeared in October 1998, when it was due. Express Publications must have decided to close down the series without notice.

As mentioned, Express also put together four 'collectors' issues to go with the last few normal quarterly issues, packed and sold together in a plastic bag. We'll look at those next time. Then, six months after the 'Paradise' series ended, Express Publications began a new VW magazine called 'Australian Volkswagen Magazine,' under a new team led by new editor Nathan Ponchard. That series lasted four additional issues, and we'll at those ones next time as well.

It's interesting that we've had three variations on those three words. Paradise first published 'Volkswagen Australia Magazine,' then Express later published 'Australian Volkswagen Magazine.' Today Craig Hughes publishes 'Volkswagen Magazine Australia, 70 issues and still going strong.

After he left Express Publications, Geoff Paradise tried to start his own competing VW magazine at the end of 1997, titled 'VW & Porsche Power.' He was trying to capture both the VW and more moneyed Porsche enthusiast, but failed on both counts. It only lasted one issue. We'll look at that one next time too.

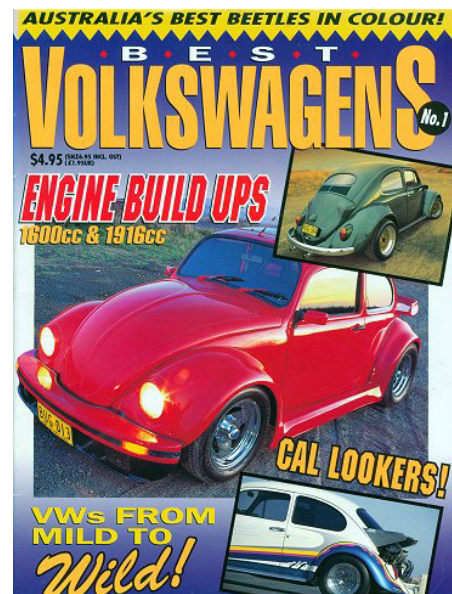
Later, Geoff Paradise purchased Transport & Trucking Today magazine from Steve Brooks in 1998, and with characteristic flair and ability steered it through 16 years of tough times and good. In 2011 he started the successful Coach and Bus magazine. He also wrote about trucks for the Herald's Drive section.

In September 2014, Paradise was offered a corporate role as managing PR for Daimler Truck and Bus. It was a position he relished and he threw himself into the role with absolute and characteristic commitment.

On 11 February 2015 Geoff Paradise was badly injured in a collision with a school bus near his home on the Central Coast. He later died of his injuries, aged 61.



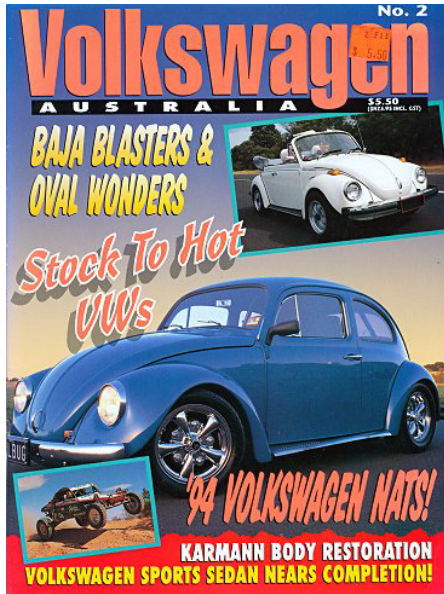
1. Red Hot Volkswagens No. 1 - Oct '93



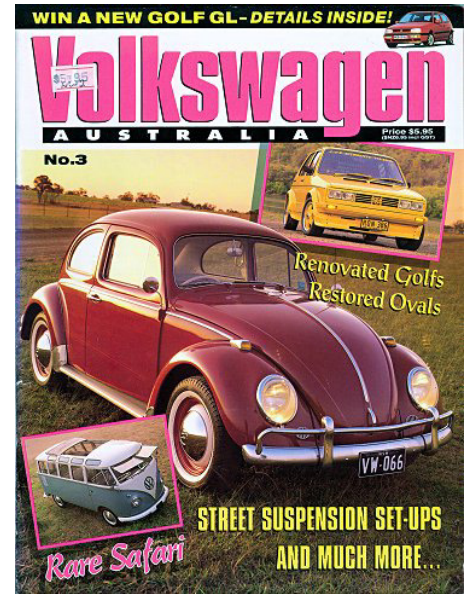
2. Best Volkswagens No. 1 - Jan '94



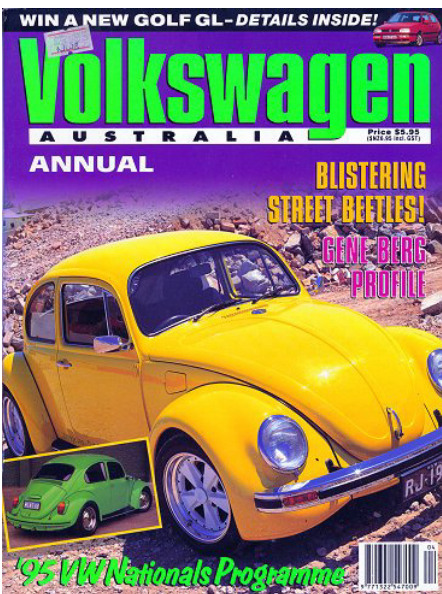
3. Volkswagen Australia No.1 - Apr '94



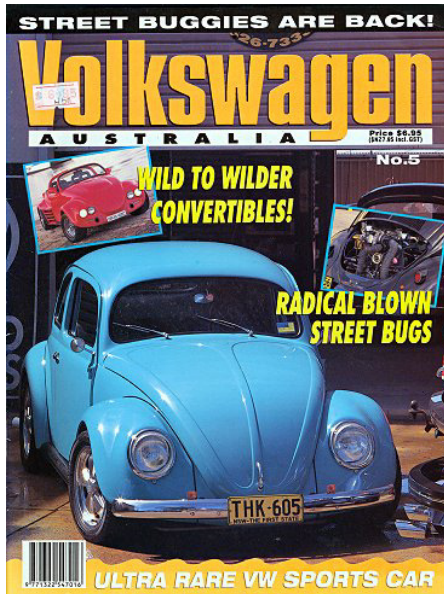
4. Volkswagen Australia No.2 - Jul '94



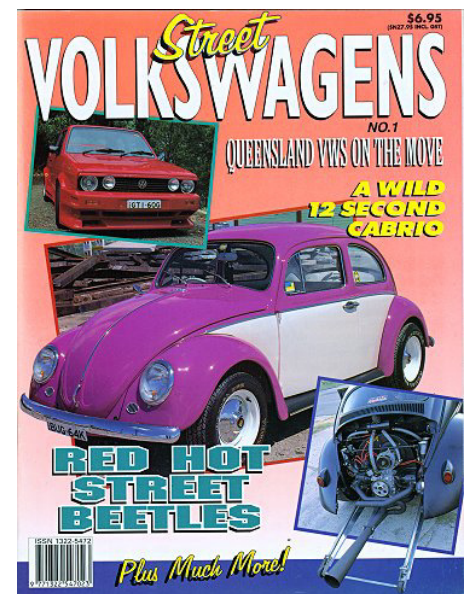
5. Volkswagen Australia No.3 - Oct '94



6. Volkswagen Australia Annual - Jan '95



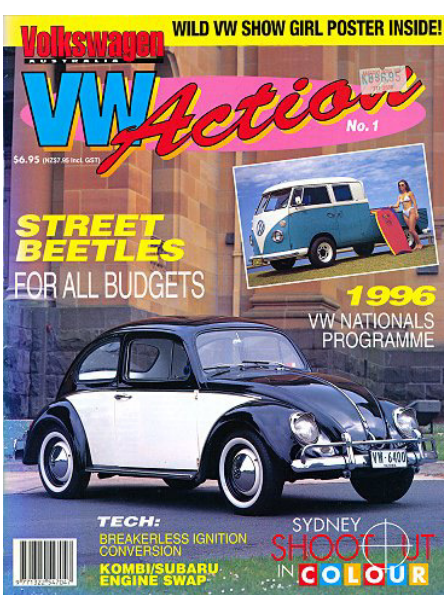
7. Volkswagen Australia No.5 - Apr '95



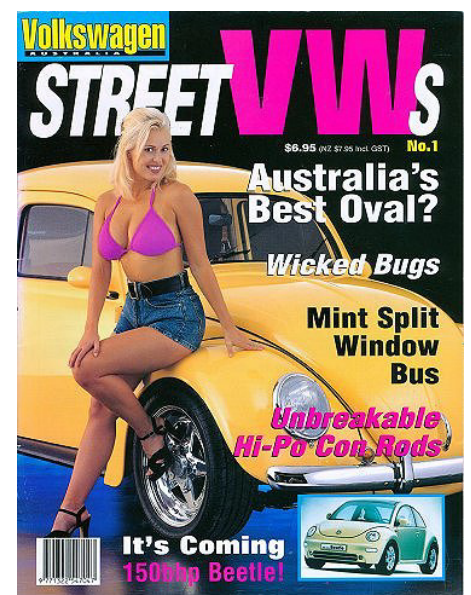
8. Street Volkswagens No.1 - Jul '95



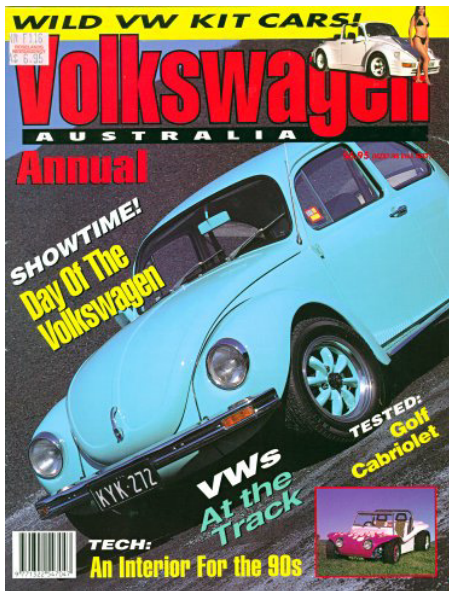
9. Best Volkswagens No.2 - Oct '95



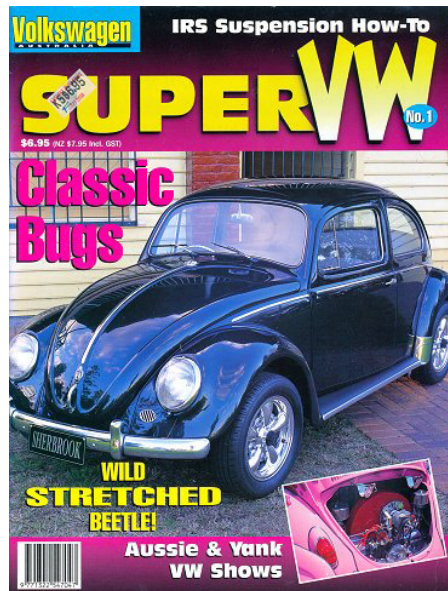
10. VW Action No.1 - Jan '96



11. Street VWs No.1 - Apr '96



12. Volkswagen Australia Annual - Jul '96



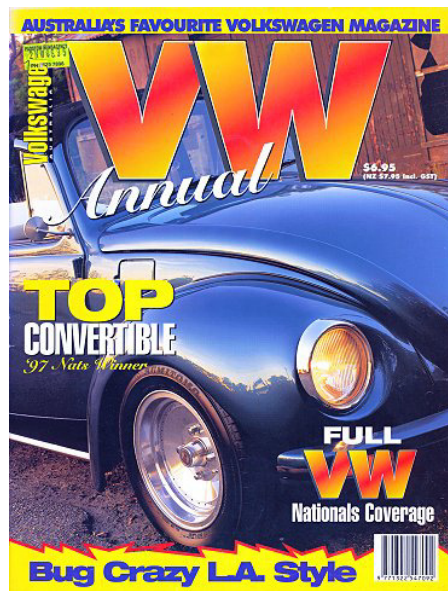
13. Super VW No.1 - Oct '96



14. Best Volkswagens No.3 - Jan '97



15. VW Action No.2 - Apr '97



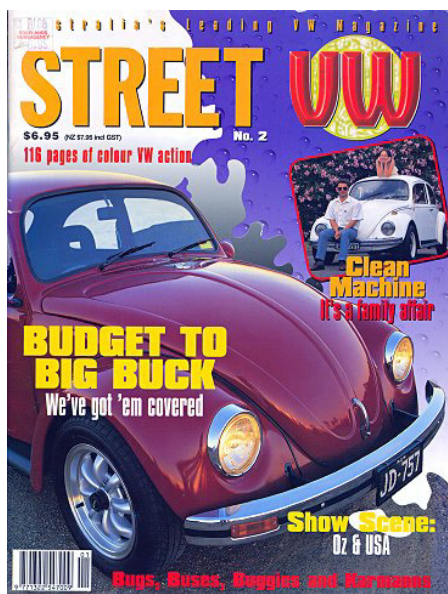
16. VW Annual - Jul '97



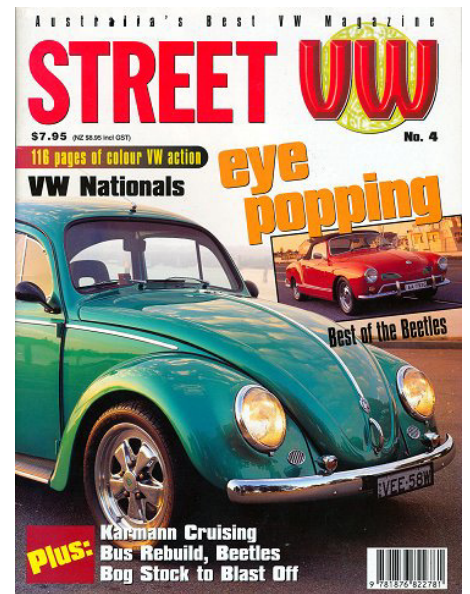
17. VW Power - Oct '97



18. VW Action No.3 - Jan '98



19. Street VW No.2 - Apr '98



20. Street VW No.4 - Jul '98

# Jeff's Facebook finds.

Always make sure your loved ones are buckled up.



It's been a great blessing to be at home with the wife these last few months. We've caught up on everything I've done wrong in the last 20 years.



## Old Motor Racing Photographs - Australia

Neville Chambers • 5h • 🌐

John Scott Kombi with Ford V8. Built for hillclimb events circa 1970. Original vehicle disappeared long ago and a clone has been built using a 302 engine.



👍❤️😄 193

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- 69 VW 1500 (Beetle), 8000 miles — \$1795
- 69 VW 1600 T/S F/Back, 9000 miles \$1945
- 69 VW 1600 Auto, radio, disc brakes, 5000 miles .. \$2295
- 68 Cortina 240 1600 C/flow, radio \$1695
- 69 Torana SL 4-dr., 7000 miles .. \$1800
- 68 Holden HK Premier, every extra \$2395
- 67 Falcon 500 S/W, 25,000 miles .. \$1550
- 65 HD Spec. 179 Sed., faultless .. \$1200

## COMMERCIAL

- 68 VW Kombi, 14,000 miles, as new \$2195
- 68 VW Van, one owner, faultless .. \$2000
- 62 VW Van, reco motor, ripper .. \$695

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## The late news.

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

News has emerged that the publishers have recalled the long-awaited book on the history of Sellotape. Apparently, no one can find the beginning.

Police in Auckland have discovered and raided the printing press of New Zealand's most brilliant counterfeit money forger. They confiscated his machinery and over two million \$7 notes.

A new scandal has rocked the Federal Government tonight. A photograph has emerged of the prime minister in a very embarrassing and compromising position. It shows him fully clothed, and shaking hands with Malcolm Turnbull.

144 anti-coal protesters were arrested yesterday after dancing nude on the Maitland-Newcastle coal railway line. Police described the incident as gross stupidity.

We report tonight on the sad news of the funeral that took place today of Mr Spenser P. Dobson, the famous compiler of crossword puzzles. After a short service, he was buried 6 down and 3 across.

The floods across northern NSW in recent weeks have caused a shortfall in dairy products. The Agriculture Minister said that the milk shortage could now be rectified, but only if all the dairy farmers pulled together.

It was revealed in a Victorian government review of its corona-virus response, published today, that in 2020-21 the premier Daniel Andrews had been doing the work of two men - Laurel and Hardy.

A retiring army major general told a TV reporter yesterday that he had not had sex since 1955. The interviewer commented that it was a long time ago. 'Oh I don't know,' the general replied. 'It's only 21-hundred hours now.'

The search for the man who terrorises nudist camps with a bacon slicer goes on. Inspector Jones had a tip-off this morning, but hopes to be back on duty tomorrow.

A new report of inquiry has just been released by the NSW

Education Department. It's entitled 'Cross-eyed Teachers - Can they Control their Pupils?'

The president of the dairy marketing council has recently become a Mason. He now goes around giving his colleagues the secret milkshake.

The ABC continues its investigation into the political beliefs of nudists. They have already confirmed a definite swing to the left.

And now for sport. With the covid pandemic restricting spectators at the recent Winter Olympics, the president of Nigeria has agreed to personally refund the travel expenses for all fans who couldn't attend. He just needs your bank details and PIN numbers to complete the transaction.

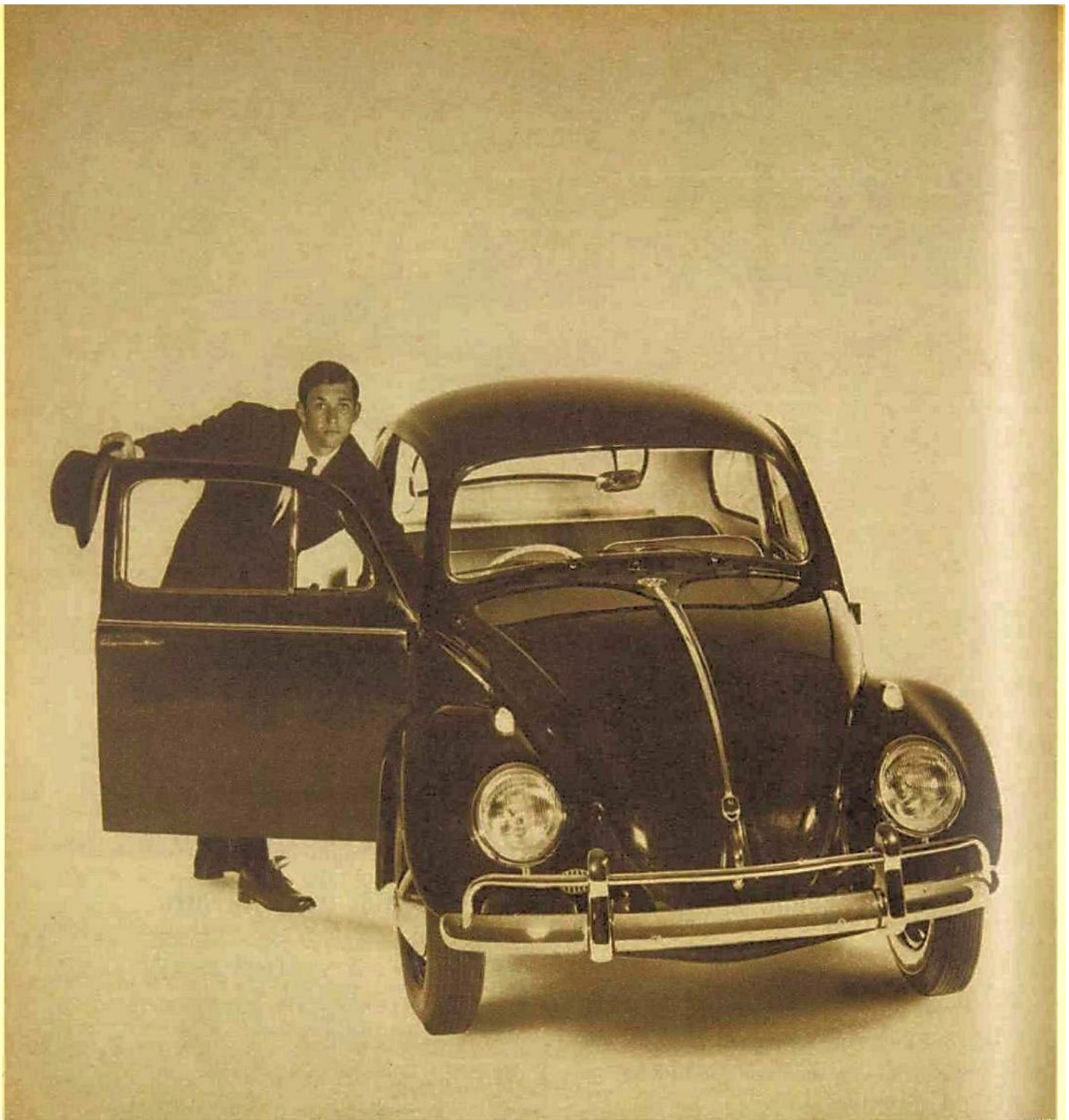
And so it's goodnight from me, and it's goodnight from him.

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## *Why won't your wife let you buy one?*

Some women don't like the Volkswagen's shape.

At first.

Or the noise it's supposed to make.

But the shape gets kind of lovable and the noise is kept outside. (We soundproofed the interior three years ago.)

Volkswagen's shape, like the marvellous gearchange, is designed to make driving easier and cheaper.

And that's something women do like.

The wedge-like bonnet is important when you're driving it into a wind. The wind keeps it down, not up, so the car rides solidly, nose to

the ground. You don't use as much petrol, because you aren't pushing a heavy, upright radiator.

Also the Volkswagen doesn't date. It's still the latest fashion in five years time.

Because of the shape.

By making mechanical changes, and improving finish, instead of adding curves and chrome, you get a car that's honest, reliable, and durable.

But talking about Volkswagen probably won't convince her.

The thing to do is have her drive and park one. Steering, gearchange, comfort. She'll think

there's nothing like it.

But watch out when you start sharing a Volkswagen with your wife.

After a while it isn't 'our' Volkswagen. It's hers.

But from £849 tax paid, why not have two Volkswagens and no arguments?

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