

# Zeitschrift



**A Tale of Two Sunroofs.**

**July 2022**

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**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).



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<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*.

## We thank our VW Nationals sponsors:

### 34 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
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Black Needle Motor Trimming	VW Magazine Australia

### 10 years and over.

German Performance Garage	VW Spectacular
Just Kampers	Volkscare
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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.*



**Club VW v Flat Four**



# **SLOT-CAR CHALLENGE**

**Saturday 16 July**

**at the SLOT SHOP**

**293 Princes Hwy Arncliffe**

**From 5:00 pm**



Club Veedub has booked out the SLOT SHOP for 3-4 hours in the evening. We will have the place to ourselves!

Scalextric cars included (you choose), or bring your own. Several tracks and 30 colour-coded lanes to choose from. Computer-controlled timing and scoring.

\$25 per adult, \$20 kids 10-15.

Free nibbles and soft drinks from 5pm, racing begins from 6pm.

**WILL YOU BE OUR CHAMPION SLOT CAR RACER??**



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

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# VOLKSWAGEN SPECTACULAR 2022

24TH JULY - 1ST AUGUST

2022 VOLKSWAGEN SPECTACULAR 38 YEARS 23 SHOWS

**NEW LOCATION >>> Valla Beach Holiday Park NSW 2448 <<< NEW LOCATION**  
(1/2 Way between Sydney and Brisbane)  
Mid North Coast

## Karmann Ghia Muster

Proudly sponsored by



Enjoy an action packed week!

VW Cruises around the beautiful Macksville & Nambucca Region

Show & Shine - Swap Meet - Top Ten

Markets - Street Parties - Food Vans Live Entertainment

2021 Country & Western theme & much much more - come and join us!

Hurry  
Bookings  
now open!



Sorry -  
Animals are not  
allowed at the  
Showgrounds for  
this event

The event  
that is  
everything  
VW!





AUCTIONS · EVENTS · INSURANCE



# **2022 SHANNONS EASTERN CREEK CLASSIC 14th AUGUST 2022 SYDNEY MOTORSPORT PARK, EASTERN CREEK**

**THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.**

- **1,900+ Member vehicles from over 150 clubs on display and on parade**
- **Cars, motorbikes, scooters, military, police, fire and ambulance**
- **NSW's most prestigious concours judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2;30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



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

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

# 2022 MT WILSON



## WINTER EUROPEAN CRUISE



All VW's Welcome,

Hi Guys you are invited to the 2022

Annual Australian Split Window Kombi Klub's

"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW  
for a BYO Picnic Lunch on  
Sunday 28th August 2022



### AUSTRALIAN SPLIT WINDOW KOMBI KLUB



#### "Split Window Kombi's To Lead Cruise"

"Australian Split Window Kombi  
Winter European Cruise 2022"



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

#### THE DAYS ITINERARY:

- From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill)
- Cnr Windsor Road & Groves Ave.
- 9.30am: Splitting from McDonalds.
- 10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)
- 11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot. (Depart 11.20am)
- 12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson.
- 12.30pm: BYO Picnic Lunch
- 1.30pm: Sponsor Awards
- 2.00pm: Thanks Everybody For Your Attendance You Can Now Split.



Sunday 28th

August 2022



# Von dem Herrn Präsident.

Hi all, well things are slowly getting somewhat back to normal, although we've still had some cancellations and postponements due to the recent wet weather. The Berry VW show was originally postponed from 3rd April to 5th June due to the saturated boggy conditions of the bowling club grounds, and then postponed indefinitely when there was no improvement even after a month of fine weather. And now there's more torrential rain this week.

The East Hills Car Show has also been postponed at least half a dozen times, thanks to covid and then all the wet weather. It was planned for 6th March, then postponed to 3rd April, then to 19th June, and has now been put back to 21st August. As I write Henry Lawson Drive and Newbridge Rd is flooded and the Milperra Bridge is closed. I would not be surprised to see it put back again - keep an eye on your emails and the Coming Events page on the webpage.

Meanwhile, on Sunday 16th August we are hosting the annual Slot Car Challenge at the Slot Shop at Arncliffe. Slot Shop owner Eddie is a club sponsor and will be our host for the evening. We will be taking on Flat Four, who beat us last time. This is a fun night out and won't be affected by the rain.

At the end of this month the postponed VW Spectacular will be held, not at Macksville (due to the saturated showgrounds) but back at its former location at Valla Beach. Fingers crossed it will still go ahead, but with all this east coast rain we're having, who knows. If we get a postponement or cancellation notice, we will email out straight away.

In August on Sunday 14th is the Shannons Sydney Classic at Eastern Creek. Last year's cancelled show entry tickets will be accepted, if you still have yours, or we have a small number still available. See David Birchall or Norm Elias at the next meeting. On Sunday 28th is the Split Window Kombi cruise. See the flyers in this issue.

Last month we emailed the eleven people who had won medals at the VW Nationals, but had left before the 3pm presentation and so did not pick up their prizes on the day. We made the medals available at the last meeting and invited them to come along, enjoy the hospitality of the Strathfield Golf Club and pick up their medals. Or send someone else on their behalf. Only two of the winners turned up.

So we still have NINE unclaimed prize medals from the VW Nationals, for the following people:

- Phebe Betts (2nd, Beetle '58-'67 Standard)
- Joey Nohra (3rd, Beetle '58-'67 Modified)
- Andrew Clements (1st, Kombi to '67 Standard)
- Dean Kezi (3rd, Kombi to '67 Modified)
- Daniel Garland (1st, Type 3 Modified)
- Shores Karimi (2nd, Rat Class)
- Gavin Hayden (1st, VW Sedan)
- Rocco De Crea (1st, VW Commercial Vehicles)
- Cameron Spiteri (People's Choice Watercooled)

We have now emailed them all a second time. Would these winners please make the effort to come along to our next

meeting and collect their prizes. Or if you know these people, please let them know and/or collect the medals on their behalf. If they are still not claimed, we will probably return them to the maker, remove the details and re-use them for other events.

Our monthly meeting this month, on Thursday 21st July, will also be our AGM. This will be our first 'proper' AGM since before the covid pandemic. All the current committee positions will be declared vacant and new nominees sought. We will be providing snacks on the night, as well as tea, coffee and biscuits. All members are invited to attend and nominate for a position.

I have been on the club committee for many years, beginning as the first Raffle Officer in 1985, Vintage Registrar in 1988 and on the Nationals Committee since the first show in 1988. I was President in 1992, Air-Cooled Pro in 1995 and Zeitschrift Editor from 1996 to 2006. I was the club's first Webmaster, from 1998 until 2009. I have been President since 2010, which is twelve years in a row. I think that's enough. I have decided to step-down as president so this will be my last Presidents report.

Hopefully someone fresher with some great ideas and energy will take over the role as president.

So stay safe, look after your VW and I hope to see you again soon.

Steve Carter



## Kanberra Kapitel report.

Greetings from cold Canberra.

It's been a while since I've worn the Canberra Chapter president's hat. I'd like to thank Willie and Cookie for keeping the ship afloat while I was off doing 'real life' stuff.

Willie's been keeping you all entertained with the Sunday Coffee Cruises as things start to return to normal here in Canberra. See the latest report in this issue.

I can't say I've been up to much, my poor Monster (that's my MY16 Scirocco R for those who haven't met us yet) has been dropped to limited use. I'm completely paranoid that something bad will happen to her. Like fall into one of the many potholes in Canberra and never be seen again.

I have however had a few trips to the mechanics for Monster to get various little things fixed, like my ongoing issue with the front indicator filling up with water and my rear demister not working. If you know what winters are like in Canberra, you know how important these are!! Driving Monster reminds me why I got her in the first place - she's fast and fun.

On to the more important stuff.

We've got our usual events coming up. Sunday coffee runs, monthly Canberra Chapter Club meetings at the Spanish Club and various other monthly events. German Auto Day (GAD) is back on the play list for September this year, we're at a new location in Queanbeyan, NSW. I'll be able to provide

some more details over the coming weeks on this one.

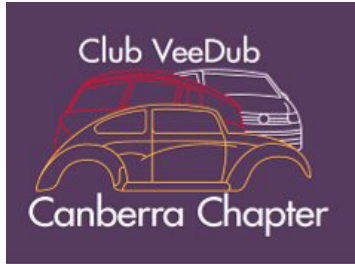
Cookie is also hosting the annual Fish'n'Chips run to the coast at a date to be determined, watch this space, it'll come around quickly since we're almost into July!! Always a great event! I never want to come home from the coast.

The committee is also hoping to organise a pizza or BBQ night for members at the Canberra Chapter Club meetings one night soon - watch this space.

Look forward to catching up with you all over the next few months.

Stay safe! Cheers

Dot



## Klub Kalender.

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

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

### July.

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

**Saturday 16th:- VW Slot Car Challenge 2021** at the Slot Shop, 293 Princes Hwy Arncliffe, from 5pm. We have the place to ourselves for 3-4 hours! \$25 entry per adult, \$20 kids 10-15 for as many races as you can handle. Multiple giant tracks and 30 colour-coded lanes to race on. All cars, controllers and computer lap counter and scoring system provided. We'll cater the drinks and nibbles. Partners and kids welcome to come along and race too. \$5 discount on all slot car purchases on the night. Club VW v Flat Four! Can you beat Stuart from Flat Four, who was champion last time??

**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. **This meeting will also be the 2022 AGM.** All committee positions will be vacated and new nominations called for. Members are invited to stand for a 2022-23 position.

**Saturday 30th - Sunday 31st: VW Spectacular 2022** at Valla Beach Holiday Park. Yes we're back at the original venue!! These are the main activity dates, but events are on the whole week before. Local VW sightseeing cruises and activities; movies, markets, go-kart racing. Saturday giant VW convoy and street parade at Nambucca Heads; Swap meet and markets; fund-raising charity dinner and auction. Sunday car show at Vallka Park with Top 10 Shootout, swap meet, traders. Fun VW activities all week. Pre-bookings and deposit are a must. Contact Donna Pell on 0427 695203, or email her

## Club Veedub AGM. Thursday 21 July 2022.

Our July monthly meeting at the **Strathfield Golf Club** will also be our Club's Annual General Meeting, our first proper AGM since the covid pandemic. All committee positions will be declared vacant, and new nominations for all positions will be sought.

Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2022-23. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say on how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night, as well as tea, coffee and biscuits.

at [vwspectacular@gmail.com](mailto:vwspectacular@gmail.com) Visit the website [www.volkswagenspectacular.com](http://www.volkswagenspectacular.com) for more info and the essential booking form.

### August.

**Tuesday 2nd:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

**Thursday 11th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Saturday 13th:- Denlo 'Cars & Coffee'** event at Denlo Volkswagen, 14-18 Church St, Parramatta, from 11:30am to 2pm. We would love to see some of the Club VeeDub members attend. We appreciate and admire the community that ClubVeeDub has created within New South Wales and aim to do the same with those in our PMA. I was wondering



if Club VeeDub was able to assist us in doing so, whether it be sharing our Facebook Event to your audience, or even adding the event to the Club VeeDub calendar. Any publicity/exposure would be much appreciated – bringing together the VW enthusiast is a goal we strive toward. The link to our Facebook Event is: <https://www.facebook.com/events/385473423645826?ref=newsfeed> or phone Jye Antonelli, Marketing Coordinator Denlo VW, on (02) 7803 4157.

**Sunday 14th: Shannons Sydney Classic 2022** at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club VeeDub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with David Birchall or Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve your ticket if you are SURE you will be attending – don't get a ticket then fail to turn up on the day.

**Thursday 18th:– 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.

**Sunday 21st:- East Hills Charity Car Show** at Kelso Oval, Panania. **NOTE NEW DATE!** This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.** [www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

**Sunday 28th:- Split-window Kombi Winter European Cruise** to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at [kombis2u@gmail.com](mailto:kombis2u@gmail.com) for more info.

## September.

**Thursday 1st:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Tuesday 6th:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

**Thursday 8th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 15th:– 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.

## October.

**Tuesday 4th:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

**Thursday 13th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 20th:– 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.

**Sunday 30th:- Sydney German Autofest 2022** at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the



VW display! \$10 entry per car. Food and drink stalls on site, trophies for the best cars. Cars to be in place by 9:00am.

## 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.



**For Sale:- Folding Table** - Multi-Functional originally fitted in VW 2021 Multivan Comfortline TD1340 SWB – basically in new condition. Located in Jindabyne. \$400 plus freight. Please contact Nolen Oayda on 0412 207534 or email [nolen@zestproductions.com.au](mailto:nolen@zestproductions.com.au)

**Wanted:-** My name is Gavin Farmer and I'm an Australian motoring historian and author living in the Adelaide hills. I have written a book about all the cars made and/or assembled in Australia in the 1950s and it is ready for laying out. However, I have a problem that I am hoping you can sort for me and it concerns the VW chapter of the book. I have some illustrations taken from various VW brochures of the period plus a few shots of VWs being assembled in Clayton but I do not have any **nice portrait shots of 50s Beetles and Kombis** to add to the illustrations for the chapter. The book will be published by New Holland which is based in Sydney. Would it be possible for you to find appropriate images from your members for me to forward to the publisher please? There is a degree of urgency in the matter...no pressure! If any of your members with '50s VWs can help me, please contact me at [ilingabooks@gmail.com](mailto:ilingabooks@gmail.com) Thank you. You can view other books that I have written at [www.ilingabooks.com.au](http://www.ilingabooks.com.au) to verify that I am genuine. Regards, Gavin

## 2nd Month Ads.

**For Sale: 1962 VW Beetle.** Fully restored. Body sand blasted and full paint job of body and chassis. Rims sand blasted and

painted underbody painted. 5 new tyres 6 months old. New quarter windows, new door latches. All new chrome and rubber glass and door surrounds. New windscreen wipers, new horn ring and blinker switch. All new interior upholstery seats doors roof liner matting. New boot liner. Fully



reconditioned original 1200 motor, gear box, clutch, brakes and steering. New exhaust. New running boards. New 6V starter motor and regulator. All new light bulbs. This car is practically brand new. Blue slip pending. View it in Gloucester NSW. Price \$45,000 negotiable. Contact Graham Marsh on 0428 582 110.



**For Sale:-** I am hoping to sell my very valued Volkswagen car, it is a little old however it needs to go to a good home. Navy blue **Volkswagen Golf Cabriolet, 1997** model. Automatic. 225850 km. Cream leather upholstery and in good working order. Currently registered until August and Comprehensive until January 2023. Reluctantly being sold as we have no need for two cars. \$4000.00 ONO. Please contact Jenni Zeller at [jennizeller@iprimus.com.au](mailto:jennizeller@iprimus.com.au)

**Wanted:-** Do you know **someone that could collect and hold a T3 Transporter** van for a mate of mine in Australia? The van is in Africa now and he will be shipping out for a 4 month trip through Australia and then onto New Zealand. Let me know your thought on bringing a LHD van into AU for holiday. He does not want to buy something as he built this Vanagon Syncro here in the states and it has been through Europe and most of Africa. He is doing an around the world trip one leg at a time. If anyone in your club can help, me, please get in touch - Stacy [vwcrewman@gmail.com](mailto:vwcrewman@gmail.com)

## Trades and services directory.

## Trades and services directory.

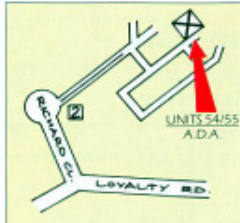
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with a new front end with an LED light strip, wider tail-lights and new wheel designs - plus new semi-autonomous driving technology, which can steer, brake and centre the Polo within its lane on freeways.

Other newly-standard features on the Style and GTI include matrix LED headlights, a 10.25-inch digital instrument display, and on the GTI, 18-inch wheels.

The new headlights, instrument cluster and wheels mean the GTI hot hatch can now match its Ford Fiesta ST and Hyundai i20 N rivals on standard equipment - but it has come at a cost, as prices are up \$5860 to \$38,750 before on-road costs - \$6260 more than an i20 N, though the Polo retains an automatic gearbox as standard.

Under the bonnet, the Life and Style grades carry over a 1.0-litre turbocharged three-cylinder petrol engine from 2021. It develops 70 kW/175 Nm in the entry-level Life manual - with a five-speed manual transmission - while the Life and Style automatics offer 85 kW/200 Nm and seven-speed dual-clutch transmissions.

The 85 kW engine is no longer available with a six-speed manual transmission; and whereas the cheapest Polo automatic in the outgoing range employed the lesser 70 kW/175 Nm engine tune, both Life and Style autos gain the full 85 kW/200 Nm configuration.

The GTI retains its 147 kW/320 Nm 2.0-litre turbocharged four-cylinder - missing out on the 152 kW/350 Nm tune available overseas - driving the front wheels through a six-speed dual-clutch automatic gearbox for a 6.5-second 0-100 km/h time.

Boot space has also increased in the GTI - and models with the Beats sound system - from 305 litres to the 351 litres of the rest of the range.

Each variant offers its own option package, while the Style and GTI variants can be optioned with a panoramic sunroof - previously exclusive to the GTI's Luxury Package. Metallic paint costs \$600 on the Life and Style, while premium metallic hues cost \$300 on the GTI.

Volkswagen's departure from the sub-\$20,000 market leaves just four brands remaining: Fiat (with the ageing 500 micro car), Kia, Suzuki and Chinese budget brand MG. It follows price rises of more than \$9000 to the Toyota Yaris in late 2020, from its long-time low of \$15,990 drive-away, to the mid-\$20,000s.

#### **2022 Volkswagen Polo Australian pricing**

**Polo 70TSI Life manual - \$25,250**

**Polo 85TSI Life DSG auto - \$28,250**

**Polo 85TSI Style DSG auto - \$31,250**

**Polo GTI DSG auto - \$38,750**

## **2022 Polo.**

Volkswagen has become the latest maker to ditch the sub-\$20,000 market in Australia, increasing the price of the cheapest 2022 Polo city car by nearly \$6000 - to \$25,250 before on-road costs, or close to \$30,000 drive-away.

Just arrived in local showrooms, the facelifted Polo city car range comprises three variants - Life, Style and GTI - priced between \$25,250 and \$38,750 before on-road costs, up \$5960 when comparing base models, or \$5860 when comparing GTI variants.

Volkswagen Australia says the price rises are offset by a longer list of standard equipment for 2022.

The entry-level Life variant now offers features previously not fitted as standard to the mid-spec Comfortline in 2021. The spec change means the previous base model has effectively been deleted.

Volkswagen Australia says more expensive Polo variants have customarily been the best sellers.

"Just as the Golf 110TSI range is equipped and priced to reflect the fact that it has always done the majority of its business well above the entry point, Polo customers have typically selected heavily optioned variants," said Volkswagen Australia's Passenger Vehicle boss Michal Szaniecki. "We've moved the Polo still further from the sticker-driven rat race."

Whereas the outgoing \$19,290 Polo Trendline manual was equipped with steel wheels, halogen headlights and analogue instruments, the new Life variant gains 15-inch alloys, automatic LED headlights and 20.3 cm digital instrument display, plus wireless phone charging, front and rear parking sensors and LED tail-lights.

While autonomous emergency braking is still standard on the base model - as per the outgoing Trendline - buyers still need to pay \$1700 for adaptive cruise control, blind-spot monitoring, and rear cross-traffic alert - and only with an automatic transmission.

These features are standard on the more expensive Style and GTI, a departure from the option pack offered in 2021.

Lane-keep assist is now standard - whereas it was previously unavailable - along with a new-for-2022 front-centre airbag, which recently pushed the the 2022 Polo a five-star Euro NCAP safety rating overseas under the latest 2022 test protocols, compared to the 2017 rating previously advertised, under more lenient criteria.

The facelift ushers in a mild body restyling for 2022,

## **2022 Tiguan Allspace.**

The facelifted 2022 Volkswagen Tiguan Allspace has arrived in Australian showrooms, priced from \$44,590 before on-road costs, an increase of \$3600 over the 2021 model.

Mirroring updates to the five-seat Tiguan last year, the seven-seat Tiguan Allspace has undergone its mid-life facelift, with updated styling, new interior technologies, more power



from the diesel engine, and increased standard equipment levels - however, Volkswagen has increased prices by between \$3100 and \$3800.

The Tiguan Allspace model range now matches that of the Tiguan five-seater, with an entry-level Life in front-wheel-drive 110TSI and all-wheel-drive 132TSI forms, a mid-spec Elegance in 162TSI and 147TDI diesel guises and, new for the Allspace for 2022, a standalone R-Line trim grade in 162TSI and 147TDI forms.

Compared to the outgoing base Tiguan Allspace Comfortline, the new Life range opener gains a 26-cm digital instrument cluster, LED headlights, LED tail-lights, digital radio (now offered across the Volkswagen range for 2022), wireless phone charging, and wireless Apple CarPlay and Android Auto.

When compared to an equivalent five-seat Tiguan, the Allspace Life gains wireless phone charging and a torch in the boot - with the Elegance and R-Line adding ventilated front seats and heated outboard second-row seats over equivalent five-seaters.

Measuring 4701 mm long, the Tiguan Allspace is nearly 220 mm longer than a five-seat 'normal-wheelbase' Tiguan, with the extra 106 mm behind the rear wheels allowing for the inclusion of a third row of seats.

Boot space is rated at 230 litres with all seats in place, 700 litres with the third row folded (compared to 615 L behind the first two rows in the Tiguan), and 1775 litres with the second row folded (compared to 1665 L in the five-seat model).

Powering the entry-level Life is a choice of a 110 kW/250 Nm 1.4-litre turbo-petrol four-cylinder (110TSI) with a six-speed dual-clutch automatic transmission and front-wheel drive, or a 132 kW/320 Nm 2.0-litre turbo-petrol four-cylinder (132TSI) with a seven-speed dual-clutch automatic and 4Motion all-wheel drive.

Meanwhile, the Elegance and R-Line offer buyers a 162 kW/350 Nm version of the 2.0-litre petrol four-cylinder (162TSI), or a 147 kW/400 Nm 2.0-litre turbo-diesel four-cylinder (147 TDI), up 7 kW over the 2021 model. Both use seven-speed dual-clutch automatics and 4Motion all-wheel drive.

Available option packs match those of the five-seat Tiguan, meaning a Luxury Package for the Life (now \$5500, not \$5000) with leather seats, heated and ventilated seats, and more, plus a \$2600 (not \$2500) Sound and Vision Package for the Elegance and R-Line with a 360-degree camera, head-up display and premium stereo.

See the Volkswagen Tiguan Allspace at your nearest VW dealer now.

#### 2022 Volkswagen Tiguan Allspace Australian pricing

**Tiguan Allspace 110TSI Life - \$44,590**

**Tiguan Allspace 132TSI Life - \$48,590**

**Tiguan Allspace 162TSI Style - \$56,990**

**Tiguan Allspace 147TDI Style - \$58,490**

**Tiguan Allspace 162TSI R-Line - \$60,190**

**Tiguan Allspace 147TDI R-Line - \$61,690**

## T-Roc R.

Volkswagen has revealed pricing and specifications for the 2022 T-Roc R, the performance version of its Golf-based small SUV.

Starting from \$59,300 plus on-road costs and arriving in Australia in August, the Volkswagen T-Roc R will be the third Volkswagen R performance vehicle released in 2022, following the Golf and Tiguan R.

It will form part of the facelifted T-Roc small SUV range - though details for the less potent, non-R 110TSI and 140TSI variants are yet to be announced.

Powered by a 221 kW/400 Nm version of the 'EA888' 2.0-litre turbo four-cylinder used in the Golf R and Tiguan R, it also uses a similar performance 4Motion all-wheel drive system and seven-speed dual-clutch automatic transmission. VW claims a 4.9-second 0-100km/h time.

Standard features include 19-inch Estoril alloy wheels, nappa leather upholstery, an electric tailgate, sport steering, and adaptive suspension.

Volkswagen's IQ Drive safety suite also comes for the asking price, with adaptive cruise control, lane keeping assist, autonomous emergency braking and adaptive LED headlights.



Options for the 2022 Volkswagen T-Roc R include a panoramic sunroof (\$2000), black exterior styling package (\$1200), a Beats sound system (\$750) and a Lapiz Blue matte interior highlights pack (\$250).

The 2022 Volkswagen T-Roc R will arrive in local showrooms this August, as part of the facelifted T-Roc range.

#### 2022 Volkswagen R range Australian pricing

**T-Roc R - \$59,300 (new)**

**Golf R hatch - \$65,990**

**Golf R wagon - \$68,990**

**Tiguan R - \$68,990**



## VW hybrids here soon.

Volkswagen Australia has outlined its plans to introduce a local range of plug-in hybrid vehicles from the end of 2022.

The first and only product officially confirmed so far is the Volkswagen Touareg R - a high-performance large SUV that features a 14.3 kWh battery pack and 100 kW electric motor.



It is expected to arrive locally by the end of 2022, likely some time near November.

Volkswagen Australia is expected to follow with the Tiguan eHybrid PHEV and Volkswagen Golf GTE pair sometime afterward.

Both are plug-in hybrid vehicles which use a petrol engine alongside an electric motor.

In the case of the 2023 Volkswagen Tiguan eHybrid, it uses a 1.4-litre turbocharged four-cylinder engine, electric motor and 10.4 kWh battery to enable a combined fuel consumption figure of 1.7 L/100 km (according to lenient NEDC testing) or an electric-only range of 48km.

The 2023 Volkswagen Golf GTE uses a similar architecture. It features the same 1.4-litre turbocharged four-cylinder engine and electric motor as the Tiguan eHybrid - for a combined output of 180kW - however it's tuned for a "sportier" sensation behind the wheel.

Back in 2018, Volkswagen imported a handful of previous-generation Golf GTE hybrids into Australia for evaluation purposes - with one appearing on reality television show The Block. However VW abandoned a local sales release due to "global demand."

Before the arrival of the Volkswagen PHEVs, Spanish sister-brand Cupra (spun off from its SEAT parent) will launch in Australia in July with plug-in hybrid versions of its Leon hatch and Formentor medium SUV - twinned under the skin with the Golf and Tiguan hybrids. These will be the first SEATs sold in Australia since 1999.

## Electric VWs here in 2023.

Volkswagen is set to launch its first two fully-electric vehicles in Australia in 2023.

Speaking to media at a recent launch event, director of Volkswagen's passenger car division in Australia, Michal

Szaniecki, revealed plans to introduce both the Volkswagen ID.4 and Volkswagen ID.5 electric mid-sized SUVs in 2023, up to three years after they went on sale in Europe.

"We want to have cars in the market (and on the road) as early as next year" said Szaniecki.

"Our ambitious plans and vision see over 20 per cent of local Volkswagen sales being electric by 2024."

When questioned on the delay - understanding that Tesla sold 12,000 fully-electric cars in 2021 alone, more than VW sold Golfs - Szaniecki acknowledged and explained that Volkswagen's first ID model - the ID.3 hatchback - was not "relevant" for Australia, and that other markets with strict emissions regulations or reward-based electric vehicle schemes take priority.

The 2023 Volkswagen ID.4 and ID.5 are offered globally in both single-motor rear-wheel-drive and dual-motor all-wheel-drive configurations.

Internationally, the range starts with a 109 kW/220 Nm rear-drive model that uses a 55 kWh battery pack to enable a range of 346 km, and peaks with the all-wheel drive ID.4 GTX performance variant with 220 kW, a 82 kWh battery and an official (claimed) range of around 482 km.

The difference between the 2022 Volkswagen ID.4 and ID.5 is body type, with the ID.4 resembling more a traditional SUV, and the ID.5 featuring a coupe-inspired sloping roofline.



The Volkswagen ID duo will join twins under the skin from sister brand Skoda - the Enyaq iV, in wagon and Coupe forms, which are due from the second half of 2023. While the ID.3 hatch won't be sold here, the ID.3's twin, the Cupra Born, is set for launch here towards the end of 2022.



## VW ID.Buzz ready.

Volkswagen has readied its modern tribute to one of its most iconic models, the 1950s-60s Type 2 (commonly known as the Kombi or 'Bulli') for the electric era - and it's high on VW Australia's wish list for a local launch.

The ID. Buzz joins Volkswagen's growing range of ID electric cars, and even revives the rear-engined, flat-floor design of the original Kombi with a dedicated 'skateboard' platform and a rear-mounted electric motor.

While Volkswagen Australia is yet to lock in the reborn Kombi for local showrooms, a company spokesperson said: "Volkswagen expects to make an announcement shortly with regard to the ID range," - and the local importer has long shown interest in the ID. Buzz for Australian showrooms.

Should it be green-lit for Australia, it's expected the ID. Buzz would arrive in local showrooms no earlier than next year - despite going on sale in Europe within the next few months, with VW Australia more likely to prioritise the ID.4 electric family SUV as previously reported. However, this is still to be confirmed.

Available in both people mover and load-lugging delivery van versions, the wheelbase of the new standard ID. Buzz is only 2 mm shorter than a T6 diesel VW Transporter short-wheelbase van - but the Buzz's body is a significant 192 mm shorter, thanks to short overhangs designed to recall the original Kombi.

The 'one-box' proportions aren't the only link to the 1950s Type 2; the upright front end, large Volkswagen badge and V-shaped signature around it signal the original car, as do the wraparound windscreen, multiple expansive glass openings, and detailing on the rear-most pillar.

However, styling cues remain to remind onlookers this is a modern electric vehicle, from the matrix LED headlights and LED tail-lights, lower front battery cooling intakes, aero-friendly 'air curtain' vents, and a longer front overhang than the original, designed to meet modern safety regulations.

Alloy wheels up to 21 inches in diameter fill the arches - with the Cargo version fitted as standard with steel wheels. Seven single-tone and four two-tone paint options will be available.

The production ID. Buzz's styling was drawn from the 2017 concept of the same name - though the road-legal model's proportions have been tweaked to meet regulations, the illuminated VW logos ditched, and the light clusters enlarged.

Inside, the 2022 ID. Buzz will be familiar to owners and fans of VW's recent ID electric cars, with the people mover and van featuring the same 13.5-cm digital instrument display, three-spoke steering wheel and choice of 25 or 30 cm touchscreens as other ID cars, with wireless Apple CarPlay and Android Auto.

Buyers can opt to have their chosen exterior colour scheme carry into the interior, trimming the dashboard, seats and door cards. Vegan-friendly faux leather is available for the seats, joining a polyurethane-trimmed steering wheel (reportedly with a similar feel to leather), and recycled materials across the headlining and floor.

Volkswagen highlights the use of Seaqual yarn, made from 10 per cent collected ocean plastics and 90 per cent recycled plastic bottles, plus an ArtVelour Eco material that consists of 71 per cent recycled material.

In the five-seat ID. Buzz available at launch, Volkswagen quotes 1121 litres of storage space with the second row in place, increasing to 2205 litres with it folded. Six-seat standard-wheelbase (with three rows of two seats), and seven-seat long-wheelbase versions (with a two/three/two layout) are due later down the line.

Unique touches aimed at practicality include the 'Buzz Box', a removable centre console compartment with storage areas, a 1.4-litre water bottle compartment, a five-litre drawer for a laptop, an ice scraper, and a bottle opener.

Enabling the Volkswagen ID. Buzz's short overhangs and Kombi-like styling is its use of the Volkswagen Group's MEB dedicated electric vehicle platform, allowing for a completely flat floor, and the placement of an electric motor at the rear of the vehicle - a nod to the original Kombi's rear-mounted engine and rear-wheel-drive layout.

Powering all variants at launch will be a single 150 kW/310 Nm electric motor driving the rear wheels, connected to a 77 kWh (net) battery pack good for an unofficial 0-100 km/h time of about eight or nine seconds, and a top speed of 145 km/h (electronically limited).

Volkswagen has not announced how far the ID. Buzz can drive on a single charge, however European media speculates on a figure of approximately 400 km, according to WLTP testing protocols. The vehicle's drag coefficient is rated at between 0.285 and 0.29.

The ID. Buzz is capable of the same 170 kW DC fast charging as its ID siblings, good for a five to 80 per cent recharge in about 30 minutes. It's aided by bi-directional charging allowing buyers to power their homes or appliances, plus a Plug & Charge system that enables better communication with fast-charge stations.

Autocar reports a smaller 52 kWh and larger 111 kWh batteries will become available later on, along with an entry-level, rear-wheel-drive 125 kW variant, and a flagship, all-wheel-drive GTX with 220 kW/480 Nm.

Available at launch will be a sole 2988 mm wheelbase, clothed by a body measuring 4712 mm long, 1985 mm wide, and 1937 to 1938 mm tall.

For comparison, a diesel-powered VW Transporter T6.1 van has a wheelbase only a few millimetres longer - but its body is approximately 190 mm longer (4904 mm), and 30 mm taller (1970 mm), though a not-insignificant 81 mm narrower (1904 mm) than the new electric ID. Buzz.

A long-wheelbase model with three rows of seats will arrive within the next 12 months, Volkswagen has hinted, with rumours also pointing to a new ID. Buzz California camper van in 2024.

Placing the electric motor on the rear axle opens more space for the rotation of the front wheels, enabling a turning circle of 11.1 metres - 20 cm more than a VW Golf hatchback's 10.9 m claim, despite being a significantly larger vehicle.

The ID. Buzz Cargo is said to offer 3.9 cubic metres of cargo space in standard-wheelbase guise, with the load area measuring 2200 mm long, 1700 mm wide and 1250 mm high giving space for two Euro pallets behind the partition wall. Maximum payload sits at 650 kg.

Other features of the Cargo variant (as reported by Autocar) include a choice of single top-hinged or dual side-hinged 'swing' rear doors, one or two side sliding doors, an optional third seat up front, and fastening rails and lashing eyes in the back to keep loads tied down.

Mirroring the high-tech interior, a full suite of IQ.Drive driver-assistance systems will be available, including adaptive cruise control and lane centring, which combine for Level 2 semi-autonomous driving on freeways (with the driver's hands on the steering wheel).

Other features include autonomous emergency braking, lane-keep assist, blind-spot monitoring, and a memory park assist system which can watch the driver perform a tricky parking manoeuvre, record and save it, and recreate it automatically at a later date.

The 2022 Volkswagen ID. Buzz is due to go on sale in Europe around September, with orders for purchases now open. It will be built on a production line in Hannover, Germany, just like the original Kombi, and alongside today's Transporter range.

An Australian launch is yet to be locked in, though VW Australia has previously said the model is on its "wish list" for a local arrival - with the company to make an announcement on its electric vehicle plans "shortly."

## Vale Dr Bernd Wiersch. (1942-2022)

Sad news has reached us that Dr Bernd Wiersch, the long-time chairman of the Volkswagen AutoMuseum Foundation, has passed away at the age of 79 after a long illness that he had bravely endured.

We and everyone who knew and valued him are losing a valuable person, with whom we share more than just our love for classic Volkswagens.

Bernd Wiersch worked for Volkswagen from 1969 and was later responsible for the factory archive. In 1974 he was awarded the degree of Doctor of Philosophy by the Technical University of Hanover for his dissertation "The preparation of the Volkswagen."

In the mid-1980s, he received

from the then Chairman of the Board of Management of Volkswagen AG, Dr. Carl H. Hahn, the commission to set up a Volkswagen museum. He fulfilled this task with great success, creating the AutoMuseum Volkswagen on Dieselstrasse in Wolfsburg. Opened in April 1985, it displayed restored historical vehicles from the company's storage and more especially procured for the collection. It is one of two museums in Wolfsburg devoted to the history of the Volkswagen company; the other is at nearby Autostadt.

Dr Wiersch's museum houses around 130 cars on permanent display ranging from the earliest VW Beetle prototypes to unusual production models, concept design studies, motorsport specials and historic film and promotion vehicles. The museum is housed in a former clothing factory, very close to the Volkswagen Werke, where new Volkswagens are made. Since January 1992, it has been owned and operated by a charitable foundation, Stiftung AutoMuseum Volkswagen and thus created the basis for all subsequent activities relating to the history of Volkswagen.

Dr Wiersch's VW archives have been invaluable to Volkswagen book authors, film makers and researchers for many years. On many occasions he has uncovered new information, statistics and photographs from the archives for popular history books. Dr Wiersch's archives were also the basis for the popular VW Birth Certificates for European-built cars featuring production history and information.

Dr Wiersch also assisted Club VW Sydney back in the mid-1980s, when the then-VW importers LNC Industries were promoting their small Subaru Sherpa. The Sherpa ad featured an upside-down Beetle with the caption 'Some people think cheap, reliable motoring died years ago.' The ad said the VW was 'cheap to buy' and Volkswagen 'stopped making it in July 1974 in Germany.' This is wrong - the VW was not cheap in Australia, and it was only the Wolfsburg plant that stopped making it in 1974. Production continued at Emden until 1978, and Osnabruck until 1980. We wrote to LNC boss Doug Donaldson pointing out these mistakes, but he dismissed our points. We then wrote to Dr Wiersch who confirmed our facts, and we passed his official letter back to Doug Donaldson. We never got a reply, but the Sherpa ad was withdrawn and LNC lost the VW franchise two years later.

We will miss Bernd, who never owned his own classic car, and will leave a gap that nobody can fill.





## A Tale of Two Sunroofs.

Well I have finally been able to get my two VW Factory Sunroof Beetles together - for the very first time since 1988.

I purchased the Grey 1956 Oval in 1981, and have owned it for 41 years. At the time there was a quick restoration from '81 to '83 when I registered it for daily road use, still with original 36hp engine and running gear.



Over the years I made few modifications to the car by adding Ken Virgin twin carbie set up and extractor systems. I transferred to club rego in 1990, one of the first cars in our club on the new scheme, and attended many events. The original colour was light blue, then in 1988 I added the side cream filler below the body line. After this I fitted a Judson super charger and Jack Braham Lukey Exhaust system.

About 10 years ago I decided it needed a new paint job and a few minor rust repairs, new interior and a whole lot of other items. It has now been completed, registered on current Club Registration.

In 1988 I found the 1965 Sea Blue Factory Sunroof and started restoration of this vehicle. This took a bit longer time some 15 years to

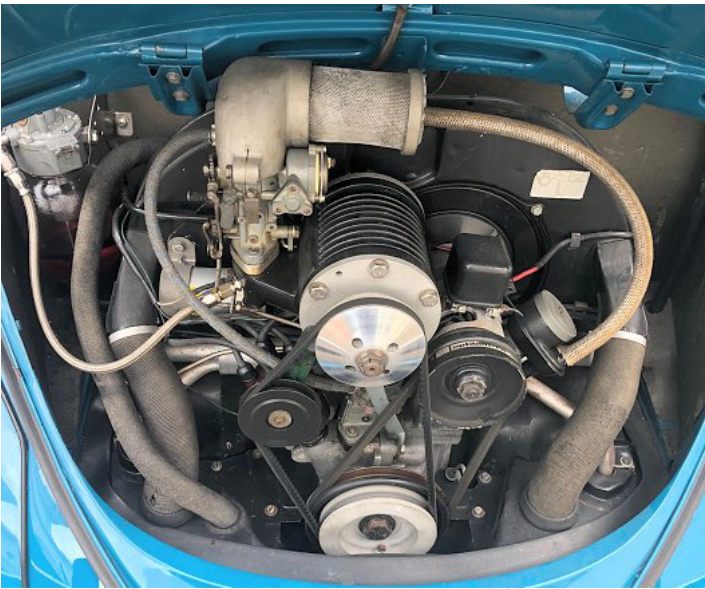




## Canberra Coffee Cruise - June Gang Gang Café (again).

For our monthly Coffee Cruise, the Canberra Chapter decided they would once again head over to Gang Gang Café in the northern suburb of Downer.

We met up at one of the usual meeting spots; 'The Flags' at Reconciliation Point on the foreshore of Lake Burley Griffin. A few grabbed a coffee here either while waiting for



complete due to lack of funds and other workloads. It was finally completed in 2002 and has won many trophies when shown. Finding parts for the 40hp, 1965 proved harder than the Oval.

The 1965 has gone through several changes, with Ken Virgin Carbies and now has a 40hp Judson fitted together with Jack Braham Lukey Muffler systems.

I store them in different locations with family due to not enough space at home. About 3 weeks ago the cars finally met for the first time in 34 years, both fully restored and running great. Both drive really nice and have been a pleasure to restore.

David Birchall





everyone to turn up or those few who would not be joining us on the cruise over to Downer. Apart from the VeeDubbers who showed up, we also had two Porsche and one Mercedes join us.

The weather was very kind to us, with clear blue skies and minimal wind which meant we reached our maximum temperature quite early in the day, making it perfect car cruising and coffee drinking weather.

Once we had a decent number and the advertised time for departing rolled around, we set off on our cruise to Gang Gang. Even though several round-a-bouts and traffic lights were conspiring against us, we managed to turn up with everyone in tow and no-one lost.

When we arrived at the café, we parked up and ordered our coffees. Being a very popular café on a weekend, with a large park adjacent where many dog owners exercised their pets, finding a table or seats proved hard for a large group, so standing around and chatting was the way to go. Of course there was plenty of admiring the cars and sticking heads into engine bays and

interiors, so no-one minded not having a table. We also get quite a few passers-by who love to ask about our cars and reminisce about relatives and friends who 'used to own one just like that'.

Another great catch-up with fellow VeeDub enthusiasts that helps demonstrate the support for the club by our local members. These type of low-key events and great people help make the VeeDub scene so easy and fun to enjoy.

Willie.





The GTI can be chosen in a unique colour from the rest of the range - Kings Red - which comes at an additional charge of \$300, and there are two option packs. The most expensive of these is the Luxury package, which wears a \$3800 cost and adds partial leather interior trim, heated and ventilated front seats with power adjust for the driver, and a panoramic sunroof.

The Sound and Vision package comes in at \$1500 and adds a nine-speaker Harmon Kardon audio system, and a holographic head-up display.

#### Is there anything interesting about its design?

The GTI is the most significantly visually overhauled variant in the Golf 8 range, bringing with it not just the refined LED

lighting profile, but adding a highlight strip all the way across the car's nose, and DRL clusters in the lower bumper. This grants the GTI a menacing, distinctive profile, particularly when spotted at night.

From the side, the GTI sets itself apart with the lower ride height and more aggressively shaped bumpers, while distinct alloy wheels finish a chunky, appealing box.

Round the rear, and the iconic hatch profile is completed by a dual exhaust and new 'GTI' lettering across the tailgate. It's contemporary, fresh, yet iconically Volkswagen. Fans will love it.



The inside is where the biggest changes take place. The GTI's interior is largely the same as the main range, with its full-on digital overhaul. The screens will dazzle you from the driver's seat, while the GTI's familiar low-set driving position, cosy seats, and blacked out interior features set it apart.

There are other interior highlights that the rest of the range can't match, too, like the tartan seat trim on non-luxury-package-equipped examples, a patterned highlight strip across the dash, and a clasping mechanism for your phone over the wireless-charging bay, to ensure it doesn't make a swift exit during more inspired bursts of driving.

Smart, refined, heavily digitised. The GTI's cabin is the future you've been waiting for, although it does, perhaps, go a little too far in a few places, which we'll look at in the practicality segment.

## Golf 8 GTI.

The famous GTI badge has been in existence almost as long as the venerable Volkswagen Golf itself, and despite having started its life as a skunkworks project, the iconic performance variant has managed to outlive countless rivals to become the definitive 'hot hatch' against which all others are judged.

Now in its 8th generation form, the GTI itself has long since been usurped by faster, more powerful hatchbacks - like the AWD Golf R and Mercedes-AMG A45 - becoming now the more approachable sporty example in Volkswagen's range.

After all these years, has it faded to become a shadow of its former self, or should it still be the default choice for anyone wanting a taste of power without spending serious performance money? We've taken the new one for a spin, both on and off the track, to find out.

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

First things first, the Golf GTI is more expensive than ever. Now wearing an MSRP of \$53,100, it's impossible to call the GTI 'cheap,' even for the relative performance on offer.

For example, it's still more expensive than the more powerful i30 N Performance, which in automatic guise wears a price-tag of \$47,500, and more expensive than the Ford Focus ST (torque converter auto - \$44,890), and about on-par with the more enthusiast-focused Civic Type R (manual only - \$54,990).

To be fair, the GTI has taken a significant hike in standard features, too. It gains the full digital overhaul from the rest of the Golf range, including the very good 26-cm digital instrument cluster, 25.5 cm multimedia touchscreen, complete with wireless Apple CarPlay and Android auto connectivity, wireless charging, and built-in sat-nav.

The controls have all been reworked to be touch capacitive (we'll talk more about those later), and other signature GTI elements are standard, like the flat-bottomed, leather-bound steering wheel, and tartan seat trim.

Luxuries include fully keyless proximity unlocking, push-start ignition, tri-zone climate control, and a comprehensive safety suite (even more so than the outgoing 7.5) which we'll take a closer look at later.



### How practical is the space inside?

The main downside to the GTI's new interior layout is the lack of tactile dials and buttons. These have been replaced entirely by touch-capacitive interaction points. I'll give full credit to VW, these slider bars and touch buttons are executed in a better fashion than pretty much all of its rivals, but there's still no replacing a physical dial for climate or volume functions, particularly when you're enjoying this car's performance virtues, and are keeping your eyes on the road.

The clasp for your phone is an inspired addition for the GTI, and elsewhere the cabin is as smart as it is in the rest of the range. This includes huge pockets in the doors, a large centre console cutaway with a fold-out cup holder mechanism, a decently sized centre console armrest box with a variable height mechanism, and a glovebox.

The rear seat is just as good as it is in the rest of the Mark 8 range, with surprising room on offer for adult-sized rear occupants. The chunky sports seats do take a little away from knee room, but it's plenty adequate, as are arm, head, and foot room. Rear passengers are also treated to excellent seat trim, three alternately sized pockets on the backs of the front seats, their very own climate zone with adjustable air vents, a drop-down armrest with three cup holders, large door pockets, and dual-USB-C outlets. This grants the GTI one of the best back seats in the class, if not the best, in terms of amenities and space.

Boot space is unchanged from the rest of the Mark 8 range at 374-litres, which is not at the top of the segment, but certainly better than many, and there remains a space-saver spare wheel under the floor.

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

Those who were looking forward to some major changes for the eighth-gen GTI may be disappointed here.



The new car carries over the same engine and transmission from the 7.5. This consists of the highly regarded (EA888) 2.0-litre four-cylinder turbo petrol unit, continuing to produce 180 kW/370 Nm, which drives the front wheels via a seven-speed dual-clutch automatic.

This isn't to say the Mark 8 GTI hasn't been improved in other significant areas. VW has tweaked the front subframe and suspension to add lightness, and added a tweaked 'XDL' version of its electromechanical limited-slip differential to improve handling and performance. Adding to this, the GTI has adaptive dampers as standard.

### How much fuel does it consume?

The GTI has an official/combined fuel-consumption number of 7.0 L/100 km. This is about right for a performance 2.0-litre engine in this class, although it is a fair bit higher than the consumption number of the regular Golf 8 range.



The GTI requires mid-shelf 95RON unleaded fuel and has a 50L fuel tank. Our time testing the car produced a computer-reported 8.0 L/100 km, although you can expect this to vary greatly depending on how you drive it.

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

The GTI gets the same comprehensive safety coverage as the rest of the Golf 8 range. This includes a particularly impressive active suite, which offers freeway-speed auto emergency braking with pedestrian and cyclist detection, lane-keep assist with lane-departure warning, blind-spot monitoring with rear cross traffic alert, safe-exit warning, driver-attention alert, and adaptive cruise control with stop-and-go function.

The range also scores an additional airbag for a total of eight, and now also has an emergency SOS function. Like other new VW group models, the Golf eight range also has a 'proactive passenger protection system', which tightens the seatbelts, fixes the windows for optimal airbag deployment, and applies the brakes in preparation for secondary collisions.

The rear outboard seats have ISOFIX child-seat mounting points, while there is a total of three top-tethers across the second row.

Somewhat unsurprisingly, the entire Golf 8 range is covered by a maximum five-star ANCAP safety rating to the 2019 ratings standards.





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

Like the rest of the range, the GTI is covered by Volkswagen's competitive five-year and unlimited-kilometre warranty, complete with roadside assist. The ownership promise is improved by choosing the pre-paid service plans, which have the added benefit of being able to be added in on finance at the time of purchase.

Three years of servicing on the GTI comes in at \$1450 using this method, while five years (claimed to be the best value) is \$2300. These are a slight hike on the rest of the Golf 8 range, to go with the GTI's more complex transmission, and while the pricing per-year is more than some rivals, it's not outrageous.

Where could VW do better here? Hyundai offers a track warranty with its range of N performance models, something which VW tells us it is not interested in at this time.

### What's it like to drive?

The GTI is everything you'd expect it to be, and more. This is because the EA888 engine and seven-speed dual-clutch transmission are a tried and tested combination, which have performed well in this car's previous iteration.

It's safe to say that if you've driven or owned a GTI in the recent past, this will largely be the same in terms of its dynamics and performance, both on the track and on the road.

The seven-speed dual-clutch combines much more nicely with a higher-torque engine to eliminate the kinds of low-speed stresses we normally complain about in lesser models, while its lightning-fast shifts and instantly responsive paddles make it the automatic transmission of choice for track drivers.

It's a shame there's no manual transmission, sure, but all makers are moving away from manuals.

Where this new GTI really shines, though, is its improved front-end. The lighter subframe and suspension components combine with the new limited-slip differential for some serious handling magic. Anyone who has driven a hot hatch with an added front differential will know what I'm talking about here. It's positively transformative to the way the car deals with corners, preventing understeer, enhancing grip, and allowing for more control when powering out.

For the track this ultimately means much faster cornering and more trim lap times, without having to add additional power, but on the road this also means you'll get some measure of the predictability and safety that is otherwise only offered on all-wheel drive hatches, like the Golf R or Mercedes-AMG A45.

Elsewhere, the GTI is able to outstrip even its more enthusiast-focused rivals by combining the aforementioned items with an adaptive-damper tune that offers the kind of body control that removes the more unpleasant parts of cornering in a front-driver. For example, the GTI will lock things down and maintain traction, even when pushed toward its limits, compared to the i30N, which will body-roll into a corner and start to stutter on the outside when pushed to the same extremes (a disclaimer here - this applies to the previous i30N, and not the updated model, which was yet to arrive at the time of writing).

It's a sophisticated package, and while it might not be setting the kinds of lap times laid down by the Rs and AMGs of this new, much higher benchmarked hatch world, it's simply a pleasure to enjoy a one-off track day or curvy B-road in, even if this GTI is no longer out-punching rivals on the power front.

Ultimately, then, this car finds its niche, even at the price asked. Spending less will get you the fun but wiley Focus ST, or perhaps the less techy but more gear-headed i30N or Civic Type R. Either way, I know which car I'd rather drive home in on suburban roads at the end of a track day, making the GTI the ideal offering for the more common but less vocal casual enthusiast.

On a final note, the GTI does come with a handful of expected downsides for the suburban driver. The steering is heavier than the standard Golf range and the ride can be sharp, especially with the large wheels and lightened front-end. Road noise at freeway speeds is also a bit intrusive.



This is a small price to pay for the performance and cabin comfort on offer, I'd argue.

### Verdict

The Golf GTI continues to be the iconic hot hatch it has always been, and while it is missing an engine and transmission overhaul, it still manages to take everything it is good at and improve on its tried and tested formula, even if only a little this time around.

It's simply a pleasure to enjoy a one-off track day or curvy B-road in, even if this GTI is no longer out-punching rivals on the power front.

I'm confident existing fans and casual enthusiasts not needing or wanting to fork out for the pinnacle of performance offered by something like the Golf R will love this new GTI iteration, which is just as much fun around town as it is on the track.

Tom White



## How Hamiltons brought Porsche to Australia.

For Melbourne pump distributor, Norman McKinnon Hamilton, his Porsche 'moment' came at the age of 41 in the early summer of 1951, on one of the 36 switchback corners of Austria's famed Grossglockner Pass.

On his way from Austria to Switzerland to investigate the latest in pump technology for Australia's nation-building Snowy Hydro project, his cumbersome rented Oldsmobile 88 was 'rounded up' by a low slung, silver sports car.

In a village further up the valley, he came upon noted German racing driver and Porsche tester, Richard von Frankenberg, at an inn, with his silver steed still 'pinging' hot outside. The two struck up a conversation.

Interrupting his mission of refining its chassis, von Frankenberg showed Norman Hamilton over the sleek little car. Then, in a burst of entrepreneurial enthusiasm, Hamilton followed the German back to the Porsche factory and after a formal introduction to Ferry Porsche, followed by a short factory tour, he secured the Australian and New Zealand commercial rights to sell the rear-engined sports cars on a hand-shake. In doing so, he became only the second Porsche agent outside Europe, following Max Hoffman in the USA.

It wasn't uncharacteristic for Hamilton, a calculated risk-taker who was born in Preston, Melbourne in 1910. Leaving school early after the premature death of his father to become an accountant in the National Bank, he was interested in all things mechanical. He studied at night while working, getting his pilots' licence before marrying and then serving in the Air Force during World War II.

After the war, he purchased a pump manufacturing company in South Melbourne on the site of the current Crown Casino. His first retail customer was another pump manufacturer, Kelly and Lewis Pumps, which took him to Europe in 1951 to research high-pressure mining pumps that could be used in Australia's enormous Snowy Mountains

Hydro-Electric Scheme.

It was an inspired time to become a Porsche distributor. Just a few months earlier, the design office founded in 1930 by Professor Ferdinand Porsche had completed its 500th eponymous car since production began in Gmund, Austria at the end of 1949. But none, with the exception of a lone aluminium-bodied coupe for the famous Austrian one-armed racing driver Otto Mathé, had been built with right hand drive.

This was no problem for Hamilton, a fearless entrepreneur, and the deal he struck included a supposed contribution to the tooling costs for the right hand conversion.

As part of the deal two 356s, a Fish Silver Grey split screen Cabriolet and a Maroon 356 Coupe, were both to be produced in July 1951, with Hamilton arriving back at the factory in August to collect them with a friend, Andrew Kennedy, who was an active spy during and after the War. They then drove the cars across the Swiss and Italian Alps to Genoa, from where they were shipped to Melbourne, arriving in early October 1951.



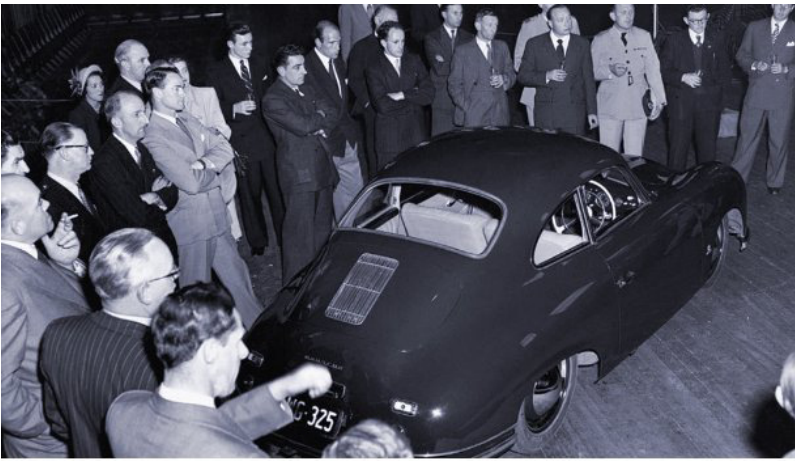
The first two Porsche sports cars brought to Australia: a fish silver grey 356 cabriolet and a maroon 356 coupe.

Then, on 1 November 1951, Hamilton introduced both cars to celebrities and motorsport identities at a function at the South Melbourne Town Hall, after which selected guests were driven for laps of nearby Albert Park Lake by Australian Motor Sports Club members, Ken Harper and Ken McConville. Guests were left suitably impressed with the performance of the unadorned little cars with their 1286cc air-cooled engines.

Just 40 months after the first Porsche had received its road permit in Austria, the make had arrived in Australia.

Alan Hamilton, Norman's son, was then just nine years old and welcomed Porsche into his young life with enthusiasm. "I recall thinking that I was being dropped at school in a better car than the other kids," said Alan.

The early days of Porsche in Australia were not very glamorous. Australian import restrictions severely limited the local Porsche population, with Hamilton supplementing his



On 1 November 1951, Norman Hamilton introduced two Porsche 356 to celebrities and motorsport identities at a function at the South Melbourne Town Hall

income by becoming an insurance loss assessor. He also started another company, Hamilauto, which manufactured automotive accessories such as trouble lights and battery pole and clamp cleaners, the latter in association with Harold Clisby, who became Porsche's first South Australian Porsche dealer.

Just one more car arrived in 1952, another in '53, five in '54 (when big brother Volkswagen first went on sale) and 15 in '55, but the tally grew to 84 in 1959. Three Porsche tractors and Porsche aero engines also arrived for evaluation during the 1950s, while Porsche industrial engines based on the cars' later 1600cc engine found their way into Australia's Antarctic Division, where they were used in over-snow transport by the SEC and the Man From Snowy River Hotel at Mt. Kosciuszko. Porsche engineering was truly part of Australia's Post-War success story.

Porsche's first Australian office as part of Australasian Lloyd Pty Ltd was on the eighth floor of the Southern Cross Assurance building at 315-317 Collins Street, Melbourne (which then belonged to the Brotherhood of St. Lawrence) and the showroom was the kerbside, with the parking officers suitably encouraged to turn a blind eye.

Although Norman Hamilton rarely raced himself, he was an extremely competent driver and embraced motor sport as a wonderful way to promote Porsche. This led to close associations with many of the top drivers of the day, including Otto Stone, Frank Kleinig, Harry Firth, Ken Harper, Eddie Perkins, John Hall, Ken McConville and Jack Brabham, to name just a few.

In 1953, people took notice of Porsche when the first low-slung Coupe driven by Hamilton and Ken Harper bumped and ground its way around Australia to complete the first 10,400km Redex Reliability Trial, carrying few spares but more than a dozen pairs of Norman's shoes - just in case he met any prospective customers or celebrities on their travels. The Porsche ended up hitting a kangaroo near Mt Isa and while it finished the trial, it was way down the list of finishers.

As Porsche sales initially rose at a glacial pace, Alan met and mingled with many motorsport identities who were attracted to the new sports cars and also watching his father building light planes at Moorabbin Airfield. By the age of 12, he was determined to join them. He and his friends - like later 1980 Formula 1 World Champion, Alan Jones - both drove their fathers'

cars as children.

"I was going to Camberwell High School, but my marks weren't good," said Alan.

"My parents thought I was aimless, so they sent me off to vocational guidance and they were stunned when they were told my ambition was to be a racing driver."

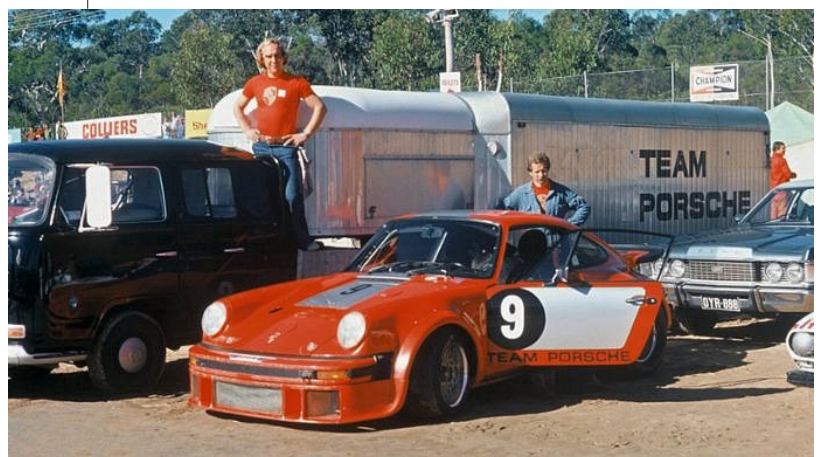
After subsequently failing his first year at Swinburne Technical College, he then took a cadetship at William Adams Tractors working on Caterpillar earthmoving equipment. He also and tried his hand at real estate, but at the dawn of the 1962 Credit Squeeze decided, Norman decided it was time he helped Alan with his destiny, which he believed was to work in the family business.

Alan's initial task was to help set up a proper Porsche service division in Melbourne, before moving to the retail side. But the big marker in his young life came on his 18th birthday on 29 July 1960 when he passed his driving test and got his racing licence from CAMS (now Motorsport Australia) the same Friday afternoon. The latter was essential, as he was already entered in his first motorsport event - a motorkhana at the Templestowe Hillclimb venue - that Sunday in the old small window 1954 VW Beetle he already owned.

As he recalled of his motorsport debut, his enthusiasm was greater than his skill, but he was not easily deterred. Wanting something faster, he acquired a 1958 Porsche 356 Super on hire purchase, then looking to go still faster, he befriended another enthusiast with an engine-less racing car. He would tow it to meetings behind the 356, remove the Porsche's engine, install it in the racing car for a day's competition, then reverse the procedure to tow it home. Then came a 356 Speedster, with its 1600cc engine modified to output about 130 horsepower, and success followed.

When sent to the Porsche factory to broaden his product knowledge, he found the 904/8 Bergspyder sports car that had finished second in the 1965 Targa Florio road race lying unused in a corner of the Competition Department. After convincing them to replace its flat eight cylinder engine with a two-litre 906 six-cylinder engine because it would be easier to maintain, he purchased the car, brought it back to Australia and scored a string of racing successes.

His victory in the 1966 Australian Hillclimb Championship was Porsche's first Australian national title. Before long, mechanical components from the 904/8 were transferred into a later and more sophisticated Type 906 chassis, generating further circuit success, plus another National Hillclimb Championship in 1971. In 1981 he made





Alan Hamilton

it three with a Porsche-engined hillclimb 'special'.

On a visit to the Porsche factory in early 1968, he ordered a new six cylinder 911 TR to comply with the revised FIA regulations adopted by CAMS that made Porsche 911s eligible to race as Touring Cars against the big American V8s in Australia.

Fresh off the boat with a 204 horsepower Type 906 engine, Hamilton drove the 911 to third place after a last lap puncture in the single race 1968 Australian Touring Car Championship and came to with a single point of taking the multi-race 1969 title.

At that stage in the cautious post Credit Squeeze years, all Porsche were ordered ex-factory to customer requirement, but Alan was even more of a risk-taker than his father and wanted to order cars for stock, rather than to firm customer order.

After old and new Hamilton bulls argued the case, in 1972 at a 'kitchen table' board meeting and with the support of Alan's mother Flora, Norman agreed to hand over control of the Porsche company to his then-29 year-old son. Alan still played hardball and also convinced his father to transfer the company shares to him in case he changed his mind down the line and afterwards moved Porsche into an imposing new purpose-built showroom in Chapel Street, South Yarra, with sales growing to 190 cars in 1974.

Alan Hamilton's style of running Porsche was similar to his father's, with the company growing an image built to a large degree on entrepreneurial feats and success in motorsport, with 911 variants winning the Australian Sports Car Championship six times in succession between 1976 and 1981 and then dominating the Australian GT Championship with Porsche 935 models in 1982 and 1983.

While Alan's racing career was cut short by a serious accident at Sandown Raceway in 1978, Porsche's Australian business grew from strength to strength.

Sales were booming with 660 cars sold in 1985 and 657 in 1986. Expansion of the range to include front-engined 'transaxle' 924, 944 and 928 sports cars necessitated a move to larger and more prominent premises in the late 1980s, with Hamilton taking a deep breath before acquiring and renovating the sprawling former Bryant & May match factory in Church Street, Richmond. Then, in 1989, the Recession struck.

It all came to a head in February 1992, when Porsche AG took control of all Porsche operations in Australia, ending 41 years of Hamilton family control that had laid the strong foundations on which the company has grown to be

one of the longest continuously represented makes in the Australian motor industry.

Sadly, Norman Hamilton wasn't there to see his project reach this milestone. He died just a month before Porsche Cars Australia was formed by the head office takeover.

Michael Browning  
[press@porsche.com.au](mailto:press@porsche.com.au)

## 70 years of Porsche in Australia celebrated.

You might not know it but Australia was one of the first countries in the world to import Porsche vehicles.

It was a strange twist of luck how it happened in 1951.

I won't go into the details; you can read the separate article in this issue, or do a little research for yourself.

Time has flown by fast for Porsche Australia and on the 5 of June 2021, it celebrated 70 years of business.

Everyone in the Porsche family was invited to celebrate the achievement in an open party at all local dealerships.

All new cars were available for sale and they also had some very collectible old classics, on loan by obvious rich people, for us to all drool over.

The staff were very friendly and the coffee, bratwurst and sales info flowed free all day.

Everyone had a great time and they also sold a few cars.

One big let down for me was the new all-electric Taycan. It was a horrible plastic mess. I thought it was going





to be the best car ever!

The build quality was poor and all the plastic was cheap looking. This surprised me, as it's not made in places like Slovakia (where they make the Porsche Cayenne, Audi Q8 and VW Touareg SUVs). It's made in Porsche's Zuffenhausen factory in Stuttgart.

It made me a little sad and sick inside.

Is this what we are calling a Porsche these days? I must



say, I was disappointed.

Give me one of the old classics any day and leave the new ones to people that have way too much money.

Ashley Day.

## Porsche the surprise.

*The Sun-Herald, Sunday 21 June 1964*

Mackay, Saturday - The Porsche sports car has been the surprise in the early stages of the 7,000-mile 1964 Ampol marathon.

It is car 56, the same number we carried in 1958 when I navigated for Ron McNair to win the Ampol Trial baby-car class in a 600cc Lloyd Hartnett.

The Porsche is crewed by Victorians Bob Lancet and Geoff Green.

Lancet, a Porsche stalwart, had one of these cars in the 1958 round-Australia. An overseas entry running on German number plates, it did not complete the course.

The horror stretches that year took a great toll of the Porsche suspension.

But you can bet Lancet has benefited from that trip, as shown by the Porsche's remarkable showing this time.

I have always claimed a Porsche should perform as well as, or even better, than the VW 1200.

It has almost the same dimensions in wheelbase, clearance and overhang.

Then it has that extra horsepower for use between braking.

The biggest setback to Porsche driving is the ability of its driver to refrain from going too fast in the wrong places.

But Lancet, as well as Five Dock sports car dealer Ron Phillips (and his navigator Ian Smith) are faring well in Porsches.

Phillips has lost some points, but his score is good for his first big trial and against some of the world's best outback drivers.

While away, Phillips arranged for me to test a Porsche he had for sale.

Except for the engine department and other goodies it is the same model as driven by Lancet.

But I had to be extra light-footed as it probably is the fastest Porsche in Australia.

It is the red one formerly owned by dentist Bill Townsend and driven to so many track records by Graham White.

On my test track, the Porsche went right off the 120 m.p.h. speedo at what I estimated was 140 m.p.h.

I'll bet Dr Porsche, who designed the Volkswagen too, never dreamt this model would be made to go so fast.

Despite a little wheel-spin, the Porsche went from 0 to 30 in 3.2 seconds, 40 in 4.8s, 60 in 9.7s, 70 in 13.5s, 80 in 17.1s and to 100 in 26.8s.

Despite its pace, the Porsche was docile to drive and its deep but quiet exhaust note kept away policemen.

Clyde Hodgins

# The Project of my Life - Progress 4.

My left-hand-drive Beetle bare body was recently offloaded from the back of a truck. It has evidently come via Japan, as there are Hiragana characters written on its side, and it indeed has no rust, having been built in Mexico in 1992. It will come in very handy for making moulds of areas on my actual Beetle body where there was once steel, now air.



There are some interesting Mexico-only features that I've noticed:

- The dashboard has apertures for rectangular switches from Golf 2.
- There is no flow-through ventilation of any kind, or even a centre windscreen defroster outlet.
- There is no heat for the feet at the back seat. The heater plumbing there is all steel.
- They came up with a fix for the 'foam of death': instead of foam being injected into the cavities between the engine bay and the roof pillars, what they've done is, for each side, got a piece of thick cardboard, glued a piece of upholstery foam to it, folded it, sealed it in garbage-bag plastic and shoved the whole sound-deadening wedge up the pillar. Low-tech, but very effective.
- The metalwork around the engine lid has no spot-welded moulding to hold the rubber seal, avoiding a rust trap. Around the bonnet area is similar, except that the conventional rubber seal with moulding has been retained along the edge nearest the windscreen.
- There are numerous add-on brackets around the place not seen on earlier Beetles, holes in the bodywork for wiring where you wouldn't normally expect to find them, larger-dimensioned as well, and modern welded-in, threaded studs for retaining wiring harnesses.
- Where the main wiring harness is laid out along the left heater channel, instead of being passed through a hole at either end, there are recesses pressed into the steel, at the rear going all the way to the firewall. I'm keeping that innovation.
- They used urethane seam sealant and spray underseal; probably a factor of VW manufacturing practice since the mid-1980s rather than it being a Mexico thing, and it seems to be doing its job very well. I'm intimately aware of their application as I've got to burn/scape the ba...rd stuff off.

- Sound deadening in the engine bay is not held on by tabs and sheet-metal spikes; must have been stuck on.
- There are threads in the rear for lap belts only; no threads in the pillars.
- The factory installed a burglar alarm. There's a hole in the quarter panel near the driver's door for a master switch and a square hole to accept a standard interior-light door switch right near the bonnet latch.

But just before the body arrived, I went off on a tangent making ducts for cooling air which fit under the rear mudguards, to channel high-pressure air to the engine bay. This is more of a vanity project just to satisfy my unfulfilled imagination of vastly improving a Beetle's engine cooling, but once you start something, you've got to see it through to completion, otherwise it joins the pile of unfinished endeavours. Couldn't have that, so I ploughed on with it, and after many weeks of work, both ducts are finished. I originally pictured them as being integral with the mudguards, but they've turned out a bit different, as they are now separate pieces. To mount them, the mudguard will bolt on first, using one original bolt at the lower front and three at the rear. Instead of six bolts for the area where the duct fits, studs will be screwed into the captive threads. That way the mudguard will be held in place securely while nuts tighten down the combination of 'guard, duct and beading. Using original bolts all the way would have been a real handful. I've done my best to ensure that the tyres won't hit the ducts, but won't really know until I'm carrying a load in the back and hit a big bump. It's pretty hard to know how much those rubber bump stops get compressed; I guessed one third of the way.



The air inlet is at the base of each mudguard, imitating a Porsche 911 shark-fin stone guard. A hole at the other end will communicate with the engine bay, supplying copious amounts of lovely cool high-pressure fresh air.

This whole diversion meant that the Mexican body sat for quite a while untouched, but I did have a chance to ponder where to start that part of the project where I flop moulds off it to make an actual body.

I started with this part - for reasons unknown to me, it's called a 'beaver panel' in Australia. In the UK they call it a 'rear valance,' and perhaps most understandably, in the US, it's a 'rear apron.' In German, 'Heckabschlußblech' = 'rear off close tin,' typically logical. I knew it would be difficult to reproduce, as there are some really tight angles in this thing, not ideal for fibreglass.

The Mexican body came with the later bulged panel, as they had to fit a catalytic convertor under there. This is good for me, for a few reasons.

The earlier, flatter panel needs a stiffening piece on the inside: = more work, whereas the bulgy one has enough



stiffness provided by its curvature that one piece solves the problem. Secondly, my reproduction, being made of glass fibres encased in resin, needs to be a bit further away from hot exhaust pipes. Bulgy aprons for carburetted cars have two outlets for conventional tail pipes, injected Beetles sent to the US and Japan have one outlet on the right and Mexican Beetles have one on the left. I'm making a mould which has no outlets, as I'm opting for simplicity and will have the exhaust coming straight out from under the mudguard, late-Brazilian-Beetle style, but I've made two fibreglass mould inserts so that any future products can have a tailpipe aperture on either or both sides.

The factory uses six steel pieces in all for the apron-related bodywork which fits all the way up to the firewall. I'm doing it all in one, which makes sense to me, as the fabrication is simplified and the only way it can fit into the body is correctly. The shapes around the sides of the engine bay which hold the S-profile rubber seal aren't straight as on most earlier German cars, but curved, so that an engine with fuel injectors sticking out will join up without fouling when it's inserted from underneath. This is a plus for me also, because I will be using said injectors, but I don't have the corresponding curved tinware to match up with the engine bay. I'll need to make some adaptor pieces which will be attached to the original, straight tinware. I would probably have needed to do this anyway, because I've had to completely remove the steel mouldings which hold in the S-profile rubber seal; you can't make that piece in fibreglass. I have two options: go with the stock rubbers and use stock-shaped mouldings by fabricating my own in aluminium or buying them from Auto Craft in the UK; or using non-standard rubbers, say, the pinchweld rubbers for a boot lid for nearly any modern car, and adapting the tinware to suit. Not decided yet, because I need to see how things line up with an engine in place.

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When you're working with fibreglass, you need to have multiple projects going on in parallel, because you're always waiting for body filler, wax, gelcoat or resin to harden. I've also started working on the underside panels where the body meets the floor pan.

These panels are basically flat with some stiffening details, which I've smoothed over with body filler, which will make it easier for rectangular steel tube to sit on top of it. I

found two rubber drain valves on each side; their recesses are also getting filled in, because fibreglass doesn't rust.



Temporary product of the heater channel underside and flattened bulkhead

I'm making these flat sections and the bulkhead into one part. Again, multiple pieces would have to be accurately positioned before bonding, so there would be a chance of getting it wrong, whereas an integral piece can only fit properly from the word "go". The Wolfsburg/Puebla bulkhead is a double panel above the Napoleon's Hat and a double panel up where the steering column goes through, but is only a single skin in the middle. I'm making it double panel all the way, for two reasons:

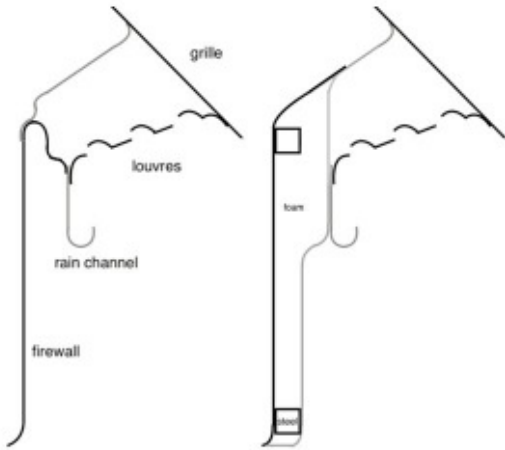
- It can be made it completely flat
- The cavity can contain steel tubing, hidden from view

I picture two crossed 1-in. square tubes running up the Napoleon's Hat, achieving some extra torsional rigidity for the body. The steering-column tube can be welded in to the tubing as well as the threads for the rear side of the fuel tank. Lovely integration. Foam can then be injected into the cavity to reduce road noise.

---

Extensive examination of the panels around the top of the engine firewall reveals a very intricate set of stampings that I never needed to know about before; just understanding it required lots of excising of the rusty hulk with an angle grinder to get an idea of the cross section's shape. The firewall does a U-turn on itself at the top; very hard to make in fibreglass and it's damned hard to get an intact firewall out of a body anyway, as the panels around it would need to be sacrificed to do so. Meanwhile, I need to maintain the integrity of those same panels. I would much rather reproduce the firewall in one piece going all the way up to the rear window, but that leaves the problem of what to attach the rain channel to. I'll need to extend it to reach all the way up as far as it can go, something I can't do until I've made all the associated pieces in glass and done a trial assembly.

The whole thing will be simplified and optimised for laminating, not spot-welding. I've opted for a dual bulkhead, creating a cavity. The ribbing will be removed and a tiny bit of interior room sacrificed. The engine side will be moved slightly towards the engine, as I won't be using the original, spiked-down sound deadener, but thinner stick-on stuff. The cavity will then make room for square-section steel tubing and sound-deadening foam injected; no chance of foam-of-death problems when fibreglass is the construction medium.



Approximate cross section of the stock panels on the left, my plan for simplification and better noise absorption on the right.

Approximate cross section of the stock panels on the left, my plan for simplification and better noise absorption on the right.

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Meanwhile, my engineering consultant in KL, Mr. Hafeez, is making progress on the rolling chassis. The Porsche 924 stabiliser bar, 14 mm in diameter, is ready to go on. Mr. Hafeez has designed and fabricated supports for the brackets to be attached to the torsion-bar housing, set back a fair amount in order to increase the leverage.



It would even be possible to make these brackets adjustable by using a slotted intermediate plate. The Porsche rubbers will be replaced with urethane ones. Urethane suspension rubbers are pretty much a no-no on a road car, but stabiliser bars are non-weight-bearing and connect one part of the suspension, already isolated from the road by rubber, to another part, so urethane bushes are a good way to get the bar working straight away.

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

## The Auwärter Carlux.

For most of us Volkswagen fans, it's always interesting to come across unusual versions of more familiar VW models.

Here's a really interesting version of the VW T1 split-window Microbus. It is a 'panoramic minibus', built by the German body works Auwärter between 1960 and 1963. It's almost like the Holy Grail.



The history of the car is full of aftermarket body builders. It is also full of artisans who worked to modify the vehicles to adapt them to a specific use, creating rare parts. In Germany, coach manufacturer Ernst Auwärter stands out from the crowd.

If his name doesn't mean anything to you, he founded







the bus manufacturer Neoplan in 1935 in his workshop.

Stuttgart-based Auwärter built their first wheeled car in the 1930s, but specialised in making bodies for car makers. After the difficult period of World War II, they took full advantage of the economic recovery of the 1950s, producing many buses and also carriages for the railways.

Auwärter was distinguished by the quality of its productions, which sometimes presented innovations such as the pneumatic suspension of the late 1950s or low driving position compared to passengers.

In the early 1960s, Auwärter offers in its range a new minibus, based on the Volkswagen Type 2. They basically only retained the Volkswagen bodywork from the waistline down - all above, including the windows and roof, was new.

Named the Auwärter Carlux, this little coach was equipped with a panoramic windscreen and a rounded rear in the spirit of the great line of luxury express coaches of the time.

But the great particularity of the Auwärter Carlux was its roof with six panels, which offered a panoramic view to the passengers. And to fight the effects of sun and heat, these windows are heavily tinted.

Produced between 1960 and 1963, the Auwärter Carlux only reached a production of 24 units, mainly used as a tourist bus for German travel companies.

Today the number of surviving specimens can be counted on the fingers of one hand and are the delight of fans of these types of vehicles. At least one made it to the USA,



but it's highly unlikely that any have made it down under.

Something to look out for on your next tour of car junkyards in Europe.

The Auwärter company continued making coach and bus bodies until around 2004, when they went out of business.

Ashley Day.



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Pete Muhm on his 42-year-old ride during the Dubbo Motorbike Rally on Saturday, May 7. PHOTO: DUBBO PHOTO NEWS

## Pete Muhm is pretty proud of his VW drag bike!

*The Dubbo Photo News, 2-8 June 2022*

One of Australia's best-known drag racers in the 1970s and 1980s, he actually built a similar style bike back then and he was happy when this one became available.

"It's 42 years old, it was built in 1980 by three brothers in Sydney, Jim, Rick and Sam Thornley, and this one was raced for five years until they sold it in 1985 or 1986," Pete Muhm told Dubbo Photo News.

"The guy who bought it lived at Liverpool and parked it in his workshop and left it there and a friend of mine, Gary Franks, found it in 2019. He bought it, but when he decided he wouldn't be doing anything with it he asked me if I was interested in buying it, which I did."

The bike hadn't been touched in decades and while it was worse for wear having been sitting in a shed for so long, the only items missing were the blower and manifolds. Pete Muhm has rebuilt the bike and it's nearly ready for a tryout on the local drag strip.

"It's a 2 litre, a 1600cc Volkswagen engine which has been bored and stroked to 2 litres, the supercharger is a Marshall blower, I don't know how much boost it's got yet but it runs on methanol through twin SU carburetors," he said.

It gets the power to the ground via a two-speed Lenco transmission and a Crower Glide 8 inch twin plate slider clutch.

"Back in the day, in 1982 or 1983, it ran a best

Hondas. I rode an Australian-built billet V-Twin for a while, that had nitrous in it.

"I can't wait to get this bike onto the drag strip."

John Ryan

Many thanks to Rod Leigo for the article.

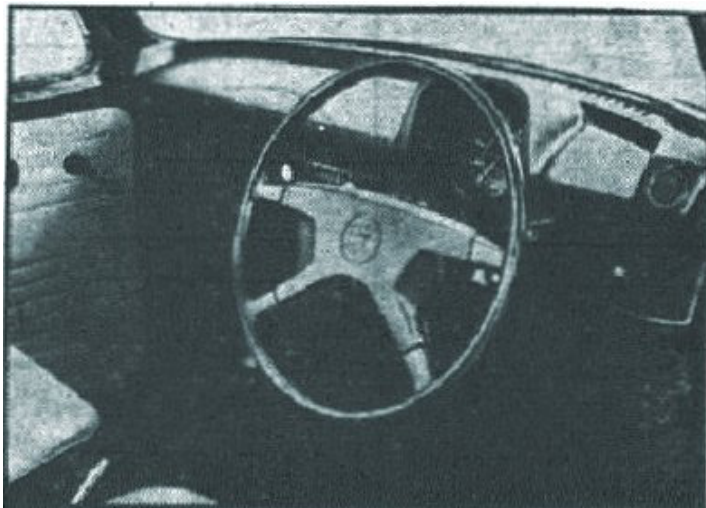
## Superbug L - latest and last of the Beetles?

*The Sun-Herald, Sunday 3 June 1973*

Driving each 'new' Volkswagen Beetle is like attending one of Nellie Melba's farewell concerts.



The latest Beetle. After all these years, a curved windscreen.



Interior of the VW Superbug L, showing the rearranged dashboard, with improved padding and single instrument visible through the four-spoke, Porsche-type steering wheel.

You're never sure which is going to be the last.

All that is certain is that the career of the world's longest running and biggest selling model is coming to an end.

The Beetle, in terms of design, is outmoded.

That's the theory, anyway. Unfortunately for the theorists, the people who build the VW do it so well that car buyers continue to demand more.

Like Melba's fans, they won't let their darling retire.

A new model, with front wheel drive and a liquid-cooled engine, is reputed to be on the way and may prove to be the Beetle's eventual successor.

### Sales Envy

In the meantime the VW team keep on altering their old timer in subtle ways, and its sales are still the envy of most small car manufacturers.

The latest model is the 1973 VW Superbug L.

It is not cheap at \$2,629, which brings it within \$200 of a Holden Belmont. But it is certain to appeal to Bug-lovers and may well prove to be the ultimate Beetle.

The new Superbug L has, according to VW, "the most dramatic styling changes since the familiar Beetle first came to Australia almost 20 years ago."

The changes are dramatic only by Volkswagen standards.

Seeing the new model is like meeting an old friend who's suddenly begun to dress in modern clothes.

The windscreen is now curved. The tail lamps are large. The dashboard is new. Wow!

But most of the old VW touches are still there. The finish is excellent if plain. The doors are hard to slam unless you first wind down a window, so good is the air sealing.

The air-cooled engine still rumbles away in the tail, the gear-change goes clunk, and you have to row the car through the gears to make it perform.

You sit unfashionably high, and the view from the Superbug is like being perched on top of Ayres Rock: everything falls away from view, in a series of slopes and folds.

The tail lamps are huge. Balloon-sized, they are multi-

coloured plastic complexes that combine reversing, stop and turn functions.

There are some mechanical changes, too. The clutch is now claimed to be more durable, and lighter in operation, while softer mountings for the transmission are designed to lessen interior noise.

The Superbug L is one of three Bugs offered for 1973. The other two are the familiar Superbug S, with 1600cc engine and selling for \$2,539, and the 1300 Beetle, for \$2,409.

Only the padded dash is new on the S and 1300 models.

The L is longer than the S by 2.4 inches (60 mm), because the rear bumper is extended, and also heavier by 40lb (18 kg).

Ground clearance is 5.9 inches (150 mm), turning circle a neat 31.5ft (9.6 m) and claimed maximum speed is 81 mph (130 km/h).

Power output of the 1,584 cc, horizontally-opposed flat four cylinder engine is a modest 60 bhp. In typical VW fashion, the engine is lightly stressed and gearing is high, with fourth being an overdrive and third the real working gear around town.

Driving the latest Bug is to be reminded of all that is good and bad about the breed.

Headroom is generous, because of the domed roof line. Leg room is restricted because of the tapering and narrow body, with its external running boards and separate mudguards.

The seats are firm and flat, and offer little sideways support. Front seat occupants need the belts securely tightened to hold them in place on bends.

The car understeers if power is kept on through corners. The tail can be made to break away, but it needs driver provocation. There is none of the old Bug tail-whip that used to either delight or horrify early Beetle owners.

### Odd-ball

Acceleration is adequate, rather than flashy. From standstill to 30 mph (48 km/h) took 5.4 seconds, and to 50 mph (80 km/h) 10.1 seconds.

Brakes are excellent.

The test car gave 29 miles per gallon (9.7 L/100 km) of fuel.

A person used to the latest small European or Japanese cars would find the Superbug a real odd-ball; short on space, different to drive and ungainly in its looks.

But it will attract a faithful band of supporters, for it is the best Beetle yet, even if it has lost some endearing idiosyncrasies in the pursuit of comfort and safety.

The VW remains a paradox - hampered in some ways by its old fashioned design, and yet superior in many ways because of that.

The people who make it have had a lot of practice, and it shows. There's no doubt you can iron out a lot of bugs by building millions of them.

Evan Green

(Motoring journalist, commentator and former rally driver Evan Green always hated VWs because they used to beat him and his BMC/Leylands in motorsport - Ed.)

# Collector's Corner.

## Paradise special issues.

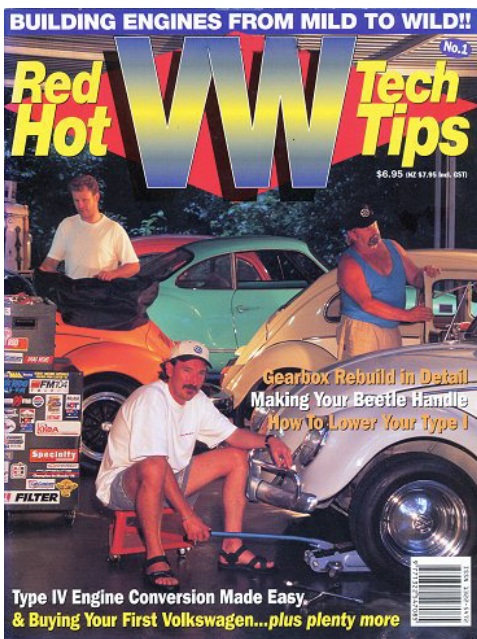
Last time we looked at the 20-part VW magazine series produced by Express Publications (Sydney), from 1993-98. The series has become known as the 'Paradise' magazines in honour of their editor, the late Geoff Paradise. It also helps to describe them owing to their peculiar habit of using a different title for each issue - which makes them difficult to keep track of all these years later. Hopefully our article last time will help you with this.

While Geoff Paradise founded the series with the first issue, Red Hot Volkswagens No.1 in October 1993, he actually only edited the first 15 of the series before leaving Express Publications. The last five issues were edited by James McRory. Express Publications terminated the

magazine after issue 20, Street VWs No.4 in July 1998.

In addition to the twenty-part series already described, Express Publications also published four more 'special edition' Volkswagen magazines that don't fit in the normal sequence.

They were of two specific types.



1. Red Hot VW Tech Tips (1997)

They were either included with one of the normal issues as a 'bonus double pack', in a plastic bag, or sold individually in newsagents as a 'stand-alone' special.

Here is a description of the four special issues, for you to add to your collection.

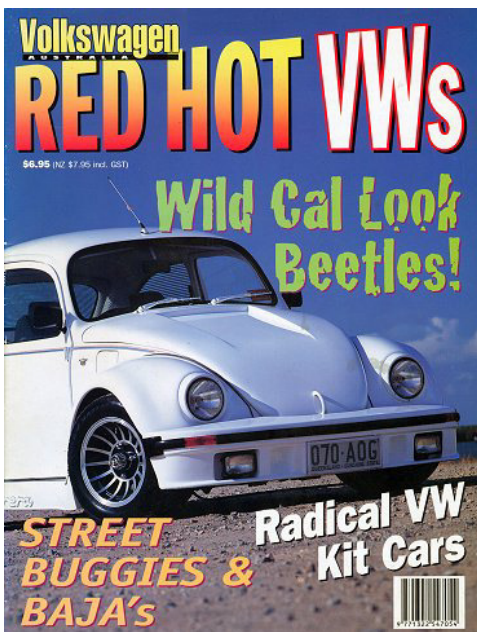
**1. Red Hot VW Tech Tips** - edited by Geoff Paradise, 1997. Sold separately in newsagents. An 84-page collection of technical and 'how-to' articles, mostly reprints from normal issues but a couple written especially for this one. It starts with two articles on Stan Pobjoy, including the third appearance of the 1993 article with the upside-down engine bay photo.

**2. Red Hot VWs** - edited by James McRory, 1997. A 68-page collection of reprints of previously published articles concerning 'Wild Cal Look Beetles,' 'Radical VW Kit Cars,' and 'Street Buggies and Bajas.' It was included in a plastic bag with one of the normal quarterly magazines as a 'double pack.'

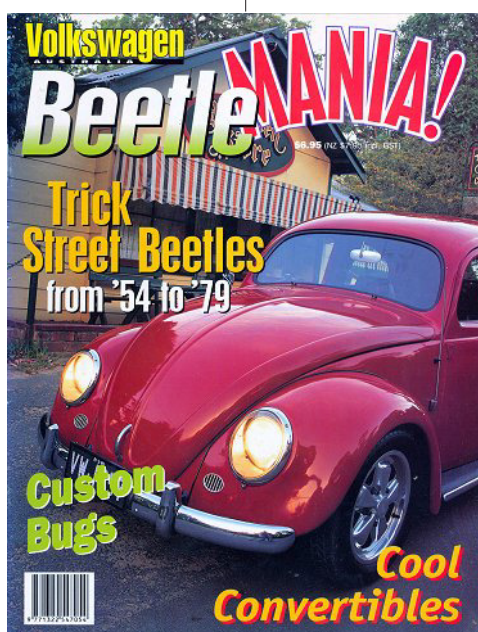
**3. Beetle Mania!** - edited by James McRory, 1998. Another 68-page collection of reprints of previously published articles, this time concerning 'Trick Street Beetles from '54 to '79,' 'Custom Bugs' and 'Cool Convertibles.' Also included in a plastic bag with another of the normal quarterly magazines as a 'double pack.'

**4. Street VW Yearbook** - edited by James McRory, 1998. This was published after 'Street VWs No.2' in April 1998, and before 'Street VWs No.4' in July 1998, which explains the naming. As a 'yearbook' it was subtitled 'The Very Best of the Best.' A 96-page collection of some favourite car articles from the year, reprinted with a few new ones and a bonus poster in the middle.

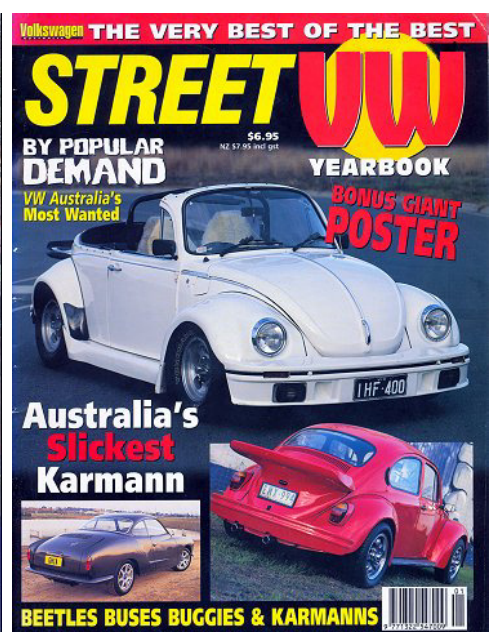
If you can find these issues for your VW magazine collection, store them with the other 'normal' 20 issues to complete the set.



2. Red Hot VWs (1997)



3. Beetle Mania! (1998)



4. Street VW Yearbook (1998)

## VW & Porsche Power.

After suddenly leaving Express Publications after producing 'VW Action No.2' in April 1997, Geoff Paradise formed his own company called 'Paradise Publishing and Media Co,' based at his address of '5950 Wattle Tree Rd, Holgate.' While this road and town both exist, in the hills above Erina on the Central Coast, there is no '5950.' Numbering begins at 8 at the Milina Rd intersection, reaches 189 at the Holgate Primary School and 244 at the Paroo Rd intersection when Wattle Tree Rd becomes a minor road. By the time the road ends in a cul-de-sac, numbering reaches 481, a long way from 5950. Another mystery from the shadowy Geoff Paradise.

Anyway, with his new publishing company Geoff made an attempt to produce his own VW magazine to compete against his former Express series, as well as trying to capture the more moneyed Porsche enthusiast. 'VW & Porsche Power' was published in late 1997 (but not dated), and was 68 full colour pages in the usual standard US size. It was thinner, but a dollar cheaper than the Express competition. It was mostly VW stuff, with only one Porsche article. There are articles on the Frankfurt motor show, the coming Golf 4, the '97 Valla Park show, several flared and whale-tailed show cars and various hotted up customs, and another fawning article about the coming New Beetle.

Geoff heavily financed his new magazine with Wynn's automotive products, as the middle 16 pages (almost a quarter of the whole magazine) are all full-page Wynns ads.

As it turned out, Geoff's street machine blokey writing



VW & Porsche Power (1997)

style and bluster didn't suit VW enthusiasts, let alone the more upper crust Porsche aficionados. It was way below the more knowledgeable content that readers of the 1990s UK 'VW Motoring' and 'Volkswagen Audi Car;' and US 'Hot VWs' and 'VW & Porsche' magazines were used to, let alone dedicated Porsche magazines such as Christophorus,

Excellence, Total 911 and 911&Porsche. Only one issue of Geoff's VW & Porsche Power was produced. It was a flop in the VW market place, and a second issue never appeared. Geoff moved on from the VW scene to return to V8s and later to editing trucking magazines, his next field of endeavour. Geoff Paradise passed away after a car crash in 2015.

This one issue is difficult to find today. There's nothing significant in its content, but it's a worthwhile addition if you wish to complete your Australian VW magazine collection.

## Australian Volkswagen Magazine.

After a six-month hiatus following the end of the Paradise Hottest - Street - Best - Action - Super - Mania VW Australia series, Express Publications decided to reboot and try again. This time they put together a new editorial team with real VW knowledge, experience and enthusiasm led by young Nathan Ponchard (who would later go on to a successful career at Wheels magazine).

This time Express named the magazine 'Australian Volkswagen Magazine,' and hooray - the name would stay the same over the four issues. However, none of the issues were dated; they were only labelled 'No.1' 'No.2,' 'No.3' and 'No.4.'

### Issue No.1 - December 1998

The first issue went on sale in December 1998 and sold for \$7.95. The format was similar to the previous series, a colourful glossy 100-page issue every three months, but it had been skilfully redesigned and looked immensely better. The photos and articles were of a much higher standard and had been written by someone who clearly knew what they were writing about, which was a refreshing change. Nathan introduced himself and revealed his strong family VW history.

It was a good collection of articles - news on new VWs, numerous feature Beetles, buggies, Kombis, Type 3s and Golfs (hotties, but

more stockers than before), and the continuing Dak to the Future. There was more VW history (the introduction of the 1968 1500 12V Beetle and 1971 Superbug ads), a review of the new B4 Passat 20V Turbo and a story on the VWC NSW supersprint at Amaroo Park. There was a four-page centre-spread on the coming VW Nationals. Letters to the Editor ('V-Mail') was back, as well as Readers Rides.



1. Australian Volkswagen Magazine No.1

### Issue No.2 - March 1999

We had invited Nathan to the Club VeeDub Christmas meeting and party (at Auburn Soccer Club in those days) - and he came along! It was our last meeting there before we moved to the Greyhound Club.

Nathan introduced his new project car, a red '66 Type 3 TS Fastback, using parts from his dismantled '68 TL Fastback. Again, a great mix of new VW articles and classic feature cars. There were a few hotties and customs, but there were more lovely mint stock vehicles, something Geoff

Paradise never understood. There was a report on the Flat Four Shootout at Panthers, the West Australia Day of the VW, and the VW stand at the Sydney Motor Show - where we first saw the Golf 4, Audi TT and a New Beetle (in yellow) in the flesh.

The New Beetle also features in an eight-page photo feature article, as well as gracing the cover. It's the yellow unregistered LHD demonstrator from the motor show and hence un-driveable, but was photo'd next to Boyd Hunter's yellow 'Holzl Aerolook' Superbug that looks very similar to Steve Carter's car of that time. Steve himself contributed an article on VW webpages around the world - the internet and world wide web was a novelty in 1999.

### Issue No.3 - June 1999

Nathan mentions the Express Publications stand at the VW Nationals - his TS Fastback wasn't ready, but it was the first time Express had a trade stand at the Nats. Another good mix of feature cars, some customs but continuing to feature very good stock standard VWs. More on new VWs such as the Golf 1 Cabrio, new Golf 4 and SEAT Ibiza, and the new VWs at the Melbourne Motor Show.

A great tech article on the VW Type 4 and its engine (by Richard Holzl and Steve Carter!), and Richard continues with another instalment of Dak to the Future. Steve contributes another wwww internet article ('International') on various VW websites, including one he designed himself.

Under Nathan's skilled care the magazine was getting better all the time and the future was bright. Again, the last page was titled 'Inside the Next Issue,' and featured shots of a white custom 1500 Beetle, a Golf 2 GTI and the new Passat Wagon.

### Issue No.4 - September 1999

Nathan describes his latest acquisition, another Type 3 - this time an ascot green 1965 1500S sedan. And sure enough, as promised, the issue features Liam O'Neil's 1991 Golf 2 GTI, a preview of the new B5 Passat V6 wagon, and Anthony Mitchell's custom white 1970 Beetle.

Again a few nice custom Beetles, Type 3s and a

modified TS Passat, balanced by some nice mint stock VWs including a lovely green and white '77 Microbus and a sublime '63 ruby red 1200 deluxe Beetle. There's a great story on the earlier B3 Passat, of which just 11 were imported in 1990. It's tail-ended by an item by Phil Lord, a B2-B3 Passat enthusiast who used to be a club member and editor of Zeitschrift.

Nathan begins the series on the rebuilding of his TS Fastback; there's a story on a Golf 3 in the Australian Rally Championship; photos of the Melbourne Day of the VW, and a four-page report on the 1999 VW Nationals. All the category winners are listed - it's interesting to see how the categories have changed over the years. I reckon they are much better now.

As you can tell from my reviews, this is one of my favourite Australian VW magazines. Each issue was better than the last, with a great balance of old and new VWs, news and tech, local history, event reports and letters. I wish it could have continued on under Nathan Ponchard's control for much longer, but sadly Express Publications decided to stop publication after the fourth issue.

There was no news of closure or farewell in issue #4, and Nathan clearly presumed there would be future issues, so it must have been a sudden decision by Express Publications to end production. Sales had been good but apparently they could not justify the costs involved in continuing. There was no 'Inside the Next Issue' in #4, but that might just be a coincidence.

This was the last time that Express Publications produced a Volkswagen magazine. They continued to produce other magazines for 4WD and off-road enthusiasts, caravanners, motorcyclists and workshop and hobbycraft, but gradually closed their titles in the 2000s as on-line content and social media devastated the magazine industry. This drew many complaints from customers and they have a Google Rating of 1.3 out of 10 and many poor reviews (none newer than 6 years ago). Express are no longer listed at Stanley St Silverwater, and their former website (and that of the magstore subsidiary) is no longer active.

Make sure you try to find these four issues for your



2. Australian Volkswagen Magazine No.2



3. Australian Volkswagen Magazine No.3



4. Australian Volkswagen Magazine No.4

collection - they were the best Australian VW magazine prior to 2000 and I'm glad Nathan Ponchard went on to bigger and better things.

## The coolest RVs in Australia?

*RV Daily, 9 June 2021*

When it comes to retro, anything based on a classic Volkswagen is going to be cool. Turn an old Kombi into a thoroughly modern motorhome and you're onto a winner.

When my dad was growing up, his family used to tour around the country in a VW Kombi Campmobile. It was a fairly basic affair with not much more than a bed, a table and a couple of small cupboards, certainly no fancy amenities like you get in a modern motorhome. What dad did remember about the old Kombi was that travelling in it was heaps of fun. That sense of fun carries through today where retro campers based on VW Kombis are more popular than ever.

Enter Phil & Jess Hoken who are the owners and founders of RETRO RV. They are also the founders, co-owners and franchisors of Australia's fastest-growing mobile bar franchise business 'Kombi Keg'. Phil is 40 years old and a qualified automotive technician with 24 years of experience and has always been passionate about restoring old cars.

Outside of 'Kombi Keg' Phil always dreamed of building motorhomes out of Kombi vans, so when Covid-19 hit he figured that would be the perfect time to launch RETRO RV. Since there were restrictions on international travel, Phil anticipated Aussies would be more likely to end up travelling within their own country. His prediction proved right as sales of caravans and motorhomes have skyrocketed since the pandemic hit with more and more people turning to RV travel as a family holiday alternative.

So, with that, Phil and his mate Justin started to build the very first RETRO RV in a shed belonging to his in-laws on the Central Coast of NSW.

Phil told RV Daily, "The very first RETRO RV was a 1961 T1 Split Screen Kombi which was purchased from a farm in the middle of NSW for two cartons of Carlton Dry! The framework was made from 25 x 25 x 3 mm aluminium tube and clad with an aluminium-composite panel with 25 mm thick insulation throughout. This RETRO RV was the first VW Kombi in the world to have an electronic automated slide-out kitchen. From start to finish, the project took 10 months to build. Other features include a Subaru Forester EJ25 2.5L overhead cam fuel-injected engine with a reversed 5-speed Subarugears transmission and independent rear suspension."

They don't start out looking to good but strip them back, build a modern camper on the back and replace the mechanicals with reliable Subaru running gear and they become a totally different vehicle.

After the first RETRO RV was built, Phil put photos on Facebook to advertise that the new venture had been born and that they were offering the vans as part of a franchise business



model where the franchisees could purchase the RETRO RV's and then rent them out to earn an income. Judging by the popularity of RETRO RV's Facebook page, there seems to be no shortage of people interested.

Within the first 12 days of business, Phil and Jess sold 14 RETRO RV franchises. Since then, they have sold an additional 5 franchises totalling 19 sales. So far these franchises are scattered all throughout Australia including New South Wales, Queensland, ACT, Western Australia and Victoria and the franchisees will be hiring out these iconic RETRO RVs to their clients to road trip and adventure in.

Now, as anyone who has ever owned an old Kombi will tell you, as good as they are, they couldn't be classed as the most reliable vehicles on the road, certainly not for long-distance touring. RETRO RV has solved this problem by installing brand new mechanicals underneath the vehicle. They also fit EJ series Subaru engines with the option of having a Subarugears reversed 5-speed manual transmission. So, these old Kombis aren't just retro, they're reliable and very fuel-efficient. RETRO RV also adds a host of other new parts including brakes, clutch, radiator, tyres, steering and suspension components. All this combines to make a much more pleasant driving motorhome that's lightyears ahead of the original donor vehicle.

To make outdoor life easier, RETRO RV motorhomes are fitted with a side entry door, roof ventilation, 12-volt battery, a sail track awning, awning light and generous rear storage compartments. Options include a bat-wing awning, portable solar panel, air conditioning, water pump with fresh water and grey water tanks, a compressor fridge, 12-volt LED lighting and extra internal storage.

The RETRO RVs are offered in 2 berth or 4 berth options. The 2 berth motorhomes start at \$99,000 each and the 4 berth units are \$149,000 each. Phil told us so far there have been two 4 berth motorhomes sold and the remaining orders are all 2 berths.

If you like the idea of owning a classic retro RV and being able to make a bit of money out of it on the side, then go over and visit the guys at RETRO RV on their Facebook page or send Phil an email at [phil@retrorv.com](mailto:phil@retrorv.com) Also, check out their YouTube videos - do a search on 'Retro RV Workshop.' They're pretty awesome..!

Marty Ledwich

# Jeff's Facebook finds.

**RIGHT NOW, THEY'RE ARGUING OVER WHO LOST THE KEYS...**



**SHOULD I TELL THEM OR JUST SIT BACK AND LAUGH.**

3/24/17, 10:38 AM

Volkswagen AG recall beetle, as owner really should have bought something new by now



Colin Kruger Yakoob Nanabhay  
Kobus Smal



If you ever feel like your brain is inadequate... Think of this guy!





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for Primary Producers



# VOLKSWAGEN

## Transporters



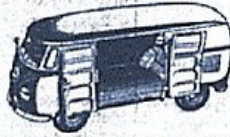
FAST ... ECONOMICAL ... DEPENDABLE

### VW MICRO BUS



Comfortable, economical transport for 9 persons and luggage ... the smart choice for staff transport, hotels and holiday resorts, touring parties, etc.

### VW PANEL VAN



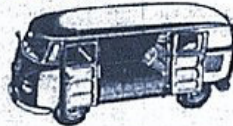
Flat unobstructed floor, double side doors and top-hinged rear door make loading so easy. Load capacity 170 cubic feet. Heating, defrosting is standard equipment.

### VW PICKUP



A most versatile and convenient design—loads from both sides and rear. Capacity 65 sq. ft.—45 sq. ft. on main platform ... 20 sq. ft. in lock-up lower compartment. Seats 3 in comfort!

### VW KOMBI



The multi-purpose vehicle ... roomy like the panel van, but with safety-glass door panels ... takes goods, or up to 9 persons in comfort.

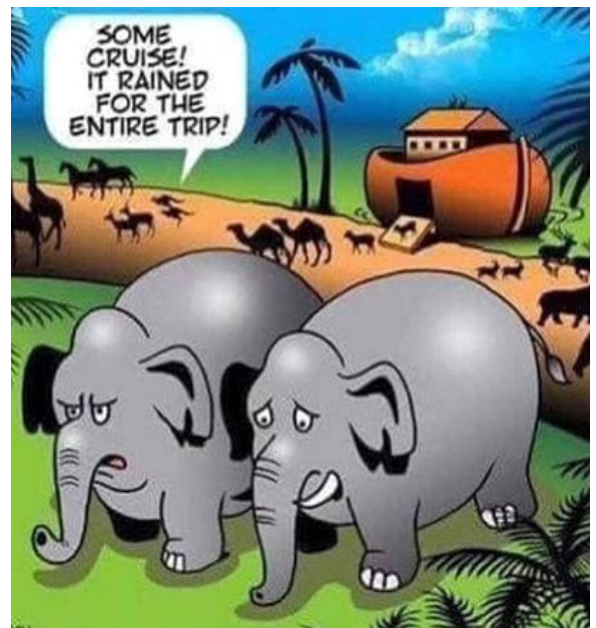
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Day 7 of SOCIAL Distancing: Struck up a conversation with a spider today. Seems nice. He's a web designer.



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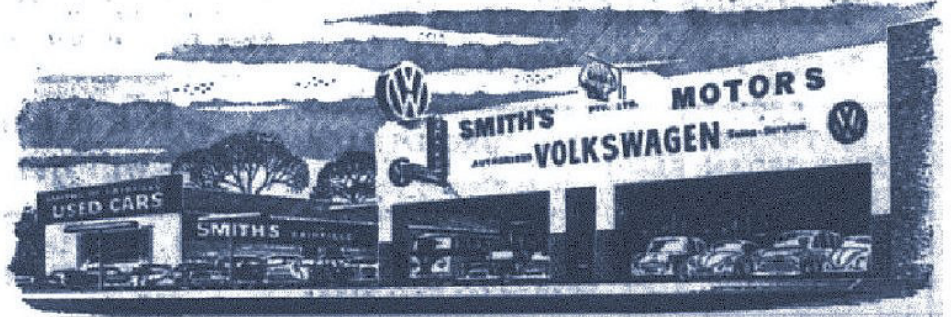
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**HUSBAND - WHY DID YOU MARRY ME?**

**WIFE - BECAUSE YOU ARE FUNNY.**

**HUSBAND - I THOUGHT IT WAS BECAUSE I WAS GOOD IN BED**

**WIFE - YOU SEE? YOU ARE HILARIOUS.**



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## The late news.

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

Comfortable in hospital tonight is the man who heeded the warning of the Ministry of Transport to wear something white at night. He went out dressed in a white hat, white shirt and white jumper, white shoes and white trousers and was run over by a snow plough.

The Institute of Sport, together with the Department of Health, have just released a new report on SCUBA divers who suffer from chicken pox. It poses the question, Do they come up to scratch?

At a charity football pools association fancy dress ball, a young lady arrived totally naked except for a large cross marked on each bosom. She explained that she was a chest of draws.

Film historian David Stratton has just released a new book on the Hollywood career of Mae West, and her series of unsuccessful comedies with W.C. Fields. He explains that Mae West was only using W.C. as a convenience.

Nursing staff at Royal Prince Alfred Hospital went on strike today, after all the toilet seats were removed from the ladies' lavatories. One nurse told reporters that they won't stand for this.

The State Rail Authority announced today that train fares will go up by 20% next month. However, to maintain good value for money, journeys will now take 20% longer.

A rancher from Texas has successfully bred a type of ostrich with a cork-screw neck. You give it a fright, and it digs for oil.

A man found asleep on the back seat of his Volkswagen last night, was today charged by police with reckless sleeping, tossing and turning without signalling, snoring in a built-up area, and being fast asleep - much too fast.

A man who accidentally swallowed a barometer is resting in hospital tonight. His condition is described as set fair, stormy later.

The president of the Sex Change Association, Mr Daphne

Smith, is to marry Miss George Watson. Miss Watson, formerly Miss Angela Watson, will marry Mr Smith - the former Mr Henry Smith - at St Mary's Cathedral - formerly St Andrew's Cathedral.

106-year old Mr Clarrie Dawson, the last survivor of the sinking of the RMS Titanic, was going to be interviewed on TV last night. But when he finally swam ashore this morning he was too tired to say anything.

News is just coming in of a customer becoming violently sick in the revolving restaurant on the top of Sydney Tower. Pedestrians walking in Market St, Castlereagh St, King St and the Pitt St Mall should take great care and not look up.

More than 200 police, searching for stolen jewellery and gold, have been dragging Bankstown Water Tower all day. At 6pm tonight they gave up. A police spokesman said they had dragged it as far as Silverwater, but it fell in the harbour.

The managing director of the Colgate toothpaste company was divorced by his wife today, on the grounds of cruelty. He had been squeezing her from the wrong end.



On the set of the Bachelor Wants a Wife TV show today, a contestant accidentally fell 5 metres from a cliff and landed right on top of host Sophie Monk. His condition is described as being extremely comfortable.

While in Adelaide today, there was a mix-up during a protest march by steeple-jacks, and a demonstration rally by organ-grinders. Police arrested twelve men for grinding steeples and sixteen for jacking organs.

Sport. At the state high-jumping championships at Homebush this week, the bar was set to a new high of 2.55 metres. Now no one can get a drink.

And now for the weather. Reports are coming in of freak 10-metre tides in Penrith, fogs and frogs off the east coast, record heatwaves in Jindabyne, snow blizzards in Alice Springs and a very good Christmas party at the weather bureau.

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

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Rear engine gives dynamic power as

# VOLKSWAGEN SOARS UP MT. BUFFALO

Rear engine balancing provides terrific traction as VW surges through slimy mud and snow.



Exhilarating fun ahead! Volkswagen has taken this happy family right up to a popular ski run at Mt. Buffalo.

**VOLKSWAGEN rear engine gives you these four important advantages over conventional makes of cars.**

- (1) **Better traction.** The weight of the Volkswagen engine is at the rear of the back driving wheels. Result: Volkswagen will never falter, slither or slide through lack of wheel grip . . . even on snow-covered roads, in soft gravel or mud.
- (2) **Easier steering.** Volkswagen rear engine positioning helps make steering exceptionally light because of the small load on the front wheels. You can steer in and out of heavy traffic, around winding mountain trails . . . turning the VW steering wheel effortlessly with your fingertips.
- (3) **Controls protected.** Look underneath a Volkswagen — all you will see is the smooth underside of a steel tray. No mechanical bits and pieces hanging down — as you see under cars with front-end engines. All

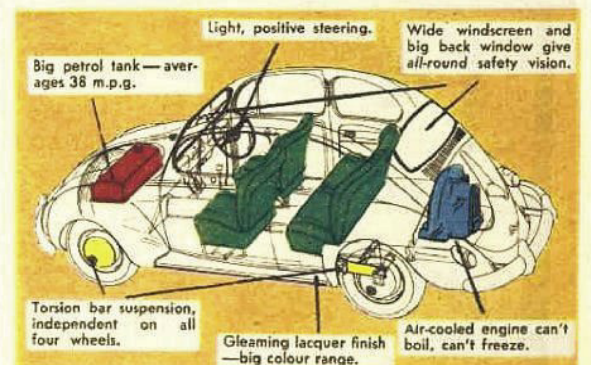
Volkswagen controls — clutch, accelerator, choke and heater — are protected from damage when the car is driven over rough surfaces.

- (4) **Engine safe from water.** You can drive Volkswagen through mud, slush, water — because the engine is nestled safely in the rear. All water is thrown away from it. Volkswagen's long-life rear engine gives you all these advantages — provides more good reasons why Volkswagen is best for you . . . and your family.

Call at your local VW agent this week. Take the key to Volkswagen — test-drive to your heart's content. Have a chat with the VW representative about the low, initial price of Volkswagen — £971, including tax . . . on £250 deposit, if your prefer.

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