

Zeitschrift



1998 AMP - VW-Audi's last Bathurst 1000.

August 2022

IN THIS ISSUE:

VW Spectacular 2022

1968 VW Automatic

1998 Bathurst 1000

More Ash articles

Jogja VW Festival

Country Buggy

Klub Korrespondenz

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

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



Club VeeDub Sydney Committee 2022-23.

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

Club VeeDub membership.

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

Monthly meetings.

Monthly Club VeeDub meetings are held at 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/
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 under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

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See the back page for all 2021 VW Nationals sponsors.

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

Cars & Coffee

13th of August at
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AUCTIONS · EVENTS · INSURANCE



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- **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.**

KELSO OVAL PANANIA

EAST HILLS CHARITY

CAR SHOW

SUNDAY 21 AUGUST 2022



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the Crohn's & Colitis Australia

www.crohnsandcolitis.com.au



www.easthillscarshow.com.au

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 Kombis 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 der Frau Präsidentin.

Schönen Tag,

I would firstly like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function and put on great events for our members!

As Steve announced in the July 2022 issue of Zeitschrift, after 12 years he made the difficult decision to step down as president of Club Veedub Sydney. I would like to take this opportunity to give Steve a huge thank you for the effort he has put in over these years. Rest assured, this won't be the last you will see of him as he will remain on the committee for Nationals and motorsports. Other changes included Raymond and his family handing over the Merchandising to Adam and his 10-year-old son, Oscar assisting. Again, this will not be the last that you see of Raymond, he will continue to assist with the Nationals event and hopefully be back performing German Dancing with his troop in 2023!

For now, I will continue to keep up with the social media but if any of our members would like to volunteer to keep our socials up to date, please reach out!

The Volkswagen Spectacular went ahead despite heavy rainfall prior. And mother nature really turned on the sunshine. They reported nearly 500 VWs attend the weeklong event!

Phil put on the Club VW vs Flat Four Slot-Car Challenge at the Slot Shop in Arncliffe on the 16th of July, unfortunately the Flat Four Club outnumbered us 14:2!!! It was still a great night however I would love to see more representation from our members next time We have a title to regain!

August is a busy month of events, to be sure you have all the most up to date information on this, like and follow our Facebook page or head onto the Club Veedub Sydney website. If you find you are not getting notifications of changes or events, ensure your interacting (like or Comment on posts) so Facebook add these to you feed.

After being postponed in 2021, the Shannon's classic is back on the 14th August at Eastern Creek Raceway, there are still a few tickets available, please reach out to David Birchall or Norm Elias to secure yours!

Looking forward to meeting you all at upcoming events.

Lee Woods



Kanberra Kapitel report.

Greetings from a very cold, wet, and grey Canberra.

Just a quick update again this month. GAD preparations are ramping up for 25 September 2022 in the Capital.

In addition to the event on the Sunday, we are now doing a Canberra Cruise on Saturday, 24 September from 2:30pm and a dinner at 6:30pm. We're still ironing out the details at this stage but would love to see you at all the events.

Online GAD registrations are open for all club (\$10) and non-club (\$15) members. Head over to the EventCreate Website to register - <https://www.eventcreate.com/e/club-veedub-canberra-chapte>

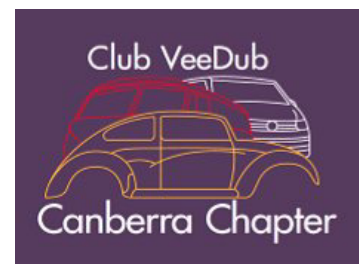
Manual forms are available by emailing us at clubveedubact@gmail.com

If you are interested in keeping up with any of the GAD events, please head to the Canberra Chapter Club VeeDub Facebook page (make sure you mention that you're a Sydney Club member when you request access) or flick us an email at the above address.

Drive 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 for the latest information and any changes.

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

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 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

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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.

November.

Tuesday 1st:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 10th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

Marktplatz.

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

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

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

New ads.



My 1960 Karmann Ghia is for sale. I am the second owner and it was my daily driver for several years. It has been restored with Rise Again in Bathurst and Vintage Vw in Sydney. For further information and photos please call Stephanie 0410 430682.



For Sale:- VW Beetle 1976 Bash Car, set up for Charity Rallies raising money for the Flying Doctor. Half Roll Cage Front and rear alloy skid pans (stone guards) Full Harness, Extra 45-litre Fuel tank Rally trip meter Raised suspension adjustable shocks front and rear Dust lights CB Radio, 1916cc Pobjoy racing motor twin Kadrons. Reliable low stress motor runs on standard petrol Reconditioned transmission. I have taken the car off Historic Plates it has now full rego \$20,000 Contact Barry 0425 275097 or bpparks1@bigpond.com

For Sale: 1971 VW T2 Microbus, low-light 8-seater. This model has low-light indicators and front disk brakes. Reconditioned gearbox 2021. \$5,000 panel work 2021. Dual battery system (incl. 100Ah AGM battery). Two tone - Flipper blue and white. Original vinyl seats in fair condition. New roof lining 2017. New glass rubbers 2020. New master brake cylinder 2017. Original dashboard. Locking petrol cap. Engine immobiliser. It's come time to sell as I no longer have the space. Runs and drives beautifully. Maintained in almost



original condition. It is ready to go and be enjoyed! \$37,500 ONO. Located central Sydney. Please contact Nic Seton on 0407 638973 or email nic.seton@gmail.com

2nd Month 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

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 Thank you. You can view other books that I have written at www.ilingabooks.com.au to verify that I am genuine. Regards, Gavin



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Next Club Meeting:
Thursday
18th August
8:00pm
Strathfield Golf Club.

Trades and services directory.

Trades and services directory.

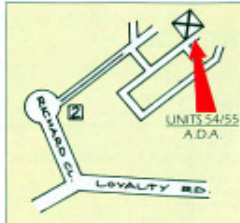
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AUSTRALIAN VW PERFORMANCE Centre

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

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

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

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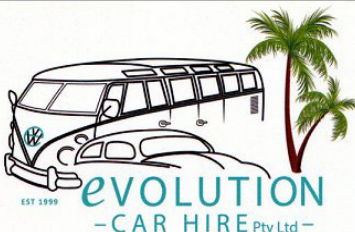
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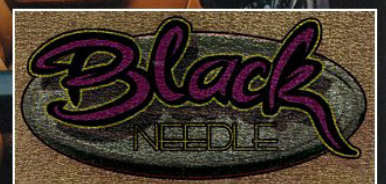
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Club Veedub Sydney Membership / Subscription Form. ✂

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)

(AH)

(Mob)

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

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

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

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turbo four-cylinder engine with 140 kW and 320 Nm, connected to a seven-speed dual-clutch automatic transmission and 4Motion all-wheel drive.

It adds the aforementioned R-Line styling treatment, plus unique 18-inch 'Nevada' wheels, sports suspension and steering, a larger 26-cm 'Pro' instrument display, satellite navigation, and wireless Apple CarPlay and Android Auto.

Sitting atop the range is the T-Roc R, which while the most expensive T-Roc variant, is the most affordable R performance cad Volkswagen Australia sells, at \$59,300 plus on-road costs.

It's powered by a 221 kW/400 Nm version of VW's familiar 2.0-litre turbocharged four-cylinder petrol engine, powering all four wheels

through a seven-speed dual-clutch automatic transmission for a 4.9-second 0-100 km/h time.

Additional features include nappa leather upholstery, an electric driver's seat, matrix LED headlights, a 23.4-cm infotainment screen, heated seats, a power tailgate, and the requisite suite of R-specific interior and exterior styling touches.

A number of option packs and extras are available across the range.

The 2023 Volkswagen T-Roc range is due in Australian showrooms this month.

2023 Volkswagen T-Roc Australian pricing:

T-Roc Style - \$37,250 (up \$1750)

T-Roc R-Line - \$45,250 (up \$2550)

T-Roc R - \$59,300

2023 T-Roc.

The updated 2023 Volkswagen T-Roc range is due to arrive in Australian showrooms this August with new features and model variants - but prices up to \$2550 higher than before.

Four years after it went on sale in Europe - and just two years since reaching Australia - Volkswagen has treated the T-Roc mid-small SUV to its mid-life facelift, with a revised look, new technology, and a bolstered safety suite.

Prices start from \$37,250 plus on-road costs for the front-wheel-drive T-Roc 110TSI Style (up \$1750), while the more potent, all-wheel-drive T-Roc 140TSI R-Line - which replaces the 140TSI Sport - costs \$45,250 plus on-road costs, up \$2550.

As reported, the facelifted T-Roc range will see the Australian introduction of the high-performance T-Roc R flagship - which has been on sale in Europe since 2019 - priced from \$59,300 plus on-road costs.

Features now standard from the entry-level model upwards include Volkswagen's Travel Assist suite of semi-autonomous driving technologies, plus a 20.3-cm digital instrument display (replacing analogue dials), comfort sport seats, microfleece trim, wireless phone charging, a new soft-touch dashboard, and privacy glass.

Meanwhile, compared to last year's Sport, the R-Line gains the Travel Assist pack and wireless charging, plus a suite of R-Line touches, including an exterior body kit, sports seats with R-Line upholstery, and sport steering wheel with paddle shifters (the latter shared with the Style).

Powering the entry-level (110TSI) Style model is a carry-over 1.4-litre turbocharged four-cylinder petrol engine, sending 110 kW and 250 Nm to the front wheels through an eight-speed torque converter-type automatic transmission.

In addition to the new features, standard items on the Style include a 20.3-cm touchscreen with wired Apple CarPlay and Android Auto, 18-inch wheels, keyless entry and start, LED headlights and dual-zone climate control.

Standard safety features across the range include autonomous emergency braking with pedestrian detection, adaptive cruise control, lane-keep assist, blind-spot monitoring, rear cross-traffic alert, a rear-view camera, parking sensors, and six airbags.

Stepping up to the R-Line brings a 2.0-litre

Amarok W580X.

The off-road-focused 2022 Volkswagen Amarok W580X ute is now rolling out to dealers, and will be limited to just 600 examples.

As the current-generation Volkswagen Amarok - which dates back to 2011 - reaches the end of the line, there will be no opportunity for another production run.

Developed in conjunction with local engineering firm Walkinshaw Automotive, and final assembly undertaken on a production line in Clayton, the Amarok W580X joins the W580 and W580S as locally developed special edition models of the ageing four-wheel drive ute.



The 2022 Volkswagen Amarok W580X is priced from \$78,890, before on-road costs.

These Walkinshaw-developed models are seen as a last hurrah for the current generation Amarok, before it makes way for a new generation that will share underpinnings with the 2023 Ford Ranger.

1339 vehicles have so far come off the Walkinshaw production line, and Volkswagen is aiming for a total of 2600 vehicles.

This accounts for 20 per cent of total Amarok volume so far this year, while V6-powered Amaroks take up 90 per cent of total volume.

Where the Volkswagen Amarok W580 and W580S are seen as a GT version of a four-wheel drive ute, the Amarok 580X aims for improved off-road capability.

There's a big focus on off-road protection, including bash plates for the engine, transfer case and rear differential, along with rock sliders and raised breathers for the driveline.

There's also 18-inch forged alloy wheels and Pirelli all-terrain tyres, along with revised suspension. The dampers have a unique tune, and the front suspension gets a 40 mm lift.

Based on the Volkswagen Amarok 580, all Walkinshaw-developed models get the 190 kW/580 Nm 3.0-litre turbo-diesel V6, which can make 200 kW for short periods through the 'overboost' function.

Power runs through an eight-speed automatic transmission, full-time four-wheel drive, a locking rear differential and no low-range transfer case.

The 2022 Volkswagen Amarok W580X is in showrooms now - but it's priced \$1500 higher than the price announced last year, at \$78,890 plus on-road costs.

The W580S flagship has also risen \$1500 to \$82,990 plus on-road costs.

More VW price rises.

Volkswagen Australia has increased prices across seven of its nine passenger car and SUV model ranges from July, by between \$500 and \$3600 - though customers who ordered before then will be exempt from the price hikes.

Prices across most variants in the Golf, Tiguan (both excluding R), Passat, Arteon, T-Cross and Touareg ranges rose by between \$500 and \$3600, with the largest increases applied to the Touareg luxury SUV.

Prices of the T-Roc small SUV also rose - however this is due specifically to the model's mid-life facelift (which includes an R flagship for the first time).

Volkswagen Australia says the price rises "[account] for inflation and increased production costs," with no new standard features added.



However, a company spokesperson said "we have 'price protected' these models for customers purchasing prior to the June 2022 price list," ensuring the old, lower prices remain for buyers that order before the end of May.

This latest round of Volkswagen price rises represents the third in nine months, following increases of up to \$1800 in September 2021 to coincide with the start of Model Year 2022 (and the addition of digital radio), and further rises of up to \$3600 around Christmas.

In total, prices have risen by between 3.6 and 8.3 per cent (excluding T-Roc) over the period - equating to increases of \$1890 to \$7500.

Among the latest price increases, the continued unavailability of the base 110TSI variant means the most affordable Volkswagen Golf hatch has surged past \$40,000 drive-away - similar money to an entry-level Golf GTI hatch a few years ago.

Volkswagen Australia's website lists the Golf 110TSI Life hatch at approximately \$41,500 drive-away, using a metro Sydney postcode, or \$36,990 plus on-road costs - up \$1700 over early 2022 pricing, and \$2740 dearer than it was a year ago.

It's worth noting the Polo city car and Tiguan Allspace seven-seater are exempt from the recent price rises, given facelifted versions of each are due in showrooms soon - while the Golf R hatch and wagon, and Tiguan R SUV are also not included, having only just gone on sale in April.

Readers may also note the 'standard' 1.4-litre Golf Wagon range is not available to configure on VW Australia's website, however it's understood this is soon to re-appear.

5 stars for 2022 Polo.

The facelifted 2022 Volkswagen Polo has been awarded top marks for safety by peak national testing body, the Australasian New Car Assessment Program (ANCAP) - a score it will retain until 2028.



The independent organisation allocates an aggregated safety score out of five, based on evaluation of in-built active safety features and a range of crash tests.

The current sixth-generation Polo was launched locally in early 2018 with a five-star rating. However it has undergone a significant mid-life facelift with new front and rear styling, digital instrument cluster, new safety features and a centre airbag.

Due to the updates the car was put through the wringer

a second time by ANCAP's European counterpart Euro NCAP, and received the same top result as its predecessor - now under stricter 2020-22 test protocols.

The announcement means the Polo will retain its five-star score until 2028, given the introduction of six-year expiry dates - a program which has expanded to ratings introduced prior to 2015.

According to ANCAP the vehicle performed sufficiently across all areas of testing, including adult occupant protection and collision avoidance technology.

However, it lost some marks in the pedestrian safety category, and for failing to autonomously brake while reversing or at junctions.

ANCAP CEO Carla Hoorweg said: "This is a significant achievement. The current generation VW Polo already held a strong five-star ANCAP safety rating."

"The significance of this revised rating is that it has now earned a revised five-star rating with a 2022 date stamp.

"Volkswagen's addition of more advanced autonomous emergency braking and lane-keep assistance systems, and a centre airbag means the Polo now comes with the passive and active safety features and technologies required to earn five-stars."

The 2022 Volkswagen Polo is now priced from \$25,250 plus on-road costs for the base variant in Australia - up \$5960 over an equivalent entry-level, pre-facelift variant.

Crafter Jayco camper now available.

As the most popular caravan and recreational vehicle (RV) brand in Australia for more than 45 years, the name Jayco needs no introduction.

Volkswagen Australia has announced a collaboration with the brand, which means you can now buy a brand-new Crafter Kampervan direct from Volkswagen dealers.

The Crafter Kampervan will sit above the already-available Caddy California and Multivan California in VW's 'factory' line-up, and will be offered by Volkswagen with a complete five-year/unlimited-kilometre warranty.

The Crafter is the largest vehicle in Volkswagen Australia's fleet, and will be available in three different camper - Kampervan, Kampervan Style and Kampervan All-Terrain. The lattermost is fitted with dedicated Seikel off-road hardware.

The Crafter is a big van - measuring 6800 mm long and 2000 mm wide - which provides plenty of room for the Jayco customisations and a subsequent life on the road. Australia's most popular delivery van, the Toyota HiAce LWB, measures in at 5265 mm long and 1950 mm wide.

Standard features will include 4Motion all-wheel drive, seating for four, sleeping for up to three, multiple dining and seating areas, an internal bathroom with toilet and shower, full kitchen, reverse-cycle air conditioning, a TV and DVD stereo system, lithium battery and solar panels, hot water, Apple CarPlay, Android Auto and a Wi-Fi extender.

Testing for the Crafter Kampervan has taken place at the Anglesea Proving Ground in Victoria with Australian know-how engineering into not just the build, but the testing and tuning as well.



The conversion is completed at a facility in Dandenong South, Victoria.

"This presents another milestone in our brand's collaboration with Australian Auto building," said Ryan Davies, Brand Director of Volkswagen Commercial Vehicles. "[This is] the perfect choice for those who want to drive a brilliantly engineered vehicle - then live and sleep comfortably across endless Australian destinations."

Jayco Motorised Division National Sales Manager Bruce Astbury said in a statement: "This is a partnership that will enhance the depth of the Volkswagen range and continue to support local employment at our state of the art, 50-acre Dandenong South facility."

The new model will present some serious competition for the existing high-quality Crafter camper conversions by Trakka, based in Kuring-gai in Sydney's north. Trakka have converted VWs since the 1970s and been the unofficial 'factory' converters since the late 1980s when they purchased the former Sopru company from LNC Industries. The Trakka Crafter conversions include the Jabiru, Buro and Akuna and start from around \$150,000.

Pricing for the Volkswagen Crafter Jayco Kampervan will be announced closer to launch later in 2022.

Big Touareg shipment.

Almost one-year's supply of Volkswagen Touareg SUVs is due in Australian showrooms in one shipment in the second half of this year, amid lengthy stock shortages that have crippled the global automotive industry.

Volkswagen Australia has been battling with various forms of stock shortages for about four years, first due to new emissions regulations in Europe strangling supply, long periods between model changeovers, COVID-19 production



slowdowns, semiconductor shortages, and the war in Ukraine (which manufactures key electrical components).

Volkswagen today confirmed more than 1,000 examples of its flagship Touareg large SUV are bound for local showrooms in the second half of 2022, after it "negotiated a prioritisation of Touareg volume" with the factory "to meet consistently high SUV demand in Australia."

It remains to be seen whether the shipments of Touaregs pave the way for improved supply of VW's smaller SUVs - which face wait times of up to 12 months, in the case of certain Tiguan variants (162TSI R-Line).

Volkswagen Australia estimates the batches of Touaregs will allow it to "fulfil orders for 2,000+ annual sales" in 2022, almost double the 1,261 examples sold in 2021, and the 1,202 reported the year prior.

It could also eclipse the 2,168 cars sold in 2016, which was preceded by the record 2,568 Touareg sales reported in 2015, according to industry sales data published by the Federal Chamber of Automotive Industries (FCAI).

Three Touareg variants are currently available in Australia, all powered by diesel engines: the \$87,990 plus on-road costs 170TDI, \$106,990 210TDI Elegance and \$116,290 210TDI R-Line.

The range will expand later this year when orders open for the plug-in hybrid Touareg R performance flagship - though first showroom arrivals won't commence until 2023, a few months later than previously confirmed.

Whereas the three TDI models use 3.0-litre turbo-diesel V6 engines with up to 210 kW, the Touareg R pairs a 3.0-litre turbo-petrol V6 with an electric motor and 14.4 kWh battery for 340 kW/700 Nm outputs, 47 km of electric range, 3500 kg towing capability, and a 5.1-second 0-100 km/h time.



Pricing for the Touareg R is yet to be confirmed, though it is expected to cost in excess of \$135,000 before on-road costs, taking the place of the sold-out V8 TDI diesel variant (\$136,490, when last on sale in 2021).

"The arrival of additional flagship SUV volume means that for the first time in this generation of Touareg we are forecasting supply that closes in on demand," Volkswagen Passenger Vehicles brand director Michal Szaniecki said in a media statement.

"These are the 'green shoots' our dealerships and customers have been looking for, and we are continuing to pursue additional volume for Australia with other model lines.

"We thank our customers for their patience as we navigate range-wide supply challenges, and can't wait to welcome many happy new - and loyal - customers into their Touareg before the new year."

2022 Volkswagen Touareg Australian pricing

Touareg 170TDI - \$87,990

Touareg 210TDI Elegance - \$106,990

Touareg 210TDI R-Line - \$116,290

ID.3 spotted.

The Volkswagen ID.3 electric hatchback has been spotted for the first time on the streets of Sydney - on the back of a truck.



The vehicle was photographed by an eagle-eyed reader near Volkswagen's Sydney headquarters.

It appears to have been sourced from Volkswagen New Zealand, given it is wearing NZ registration plates and has the manufacturer's registration plate frame.

The ID.3 began production and sales in Europe in 2019, built in VW's plants in Dresden and Mosel in eastern Germany, and is also now built in China. Although the ID.3 was the first modern-era dedicated electric car unveiled by Volkswagen globally - and the first in its ID electric range - it was never intended for the ID.3 to be the first electric VW sold here - the larger ID.4 SUV will be the release model. Rather, the Cupra version of the same car will go first.

The Volkswagen-owned Cupra (SEAT) brand has had four Cupra Born test cars in Australia since late last year.

With the backing of VW's Spanish subsidiary the Cupra Born has been fast-tracked for Australia and is due in showrooms early next year - overtaking the VW ID.3 in the process.

The Volkswagen ID.3 is the most affordable new-generation electric car in its burgeoning ID range - though it's not the most affordable electric VW available globally, with that title held by the e-Up city car sold only in Europe.

Pricing for the Volkswagen ID.3 and the Cupra Born are yet to be announced.

However, it's understood both brands are targeting a price range of \$50,000 to \$65,000, undercutting the Tesla Model 3 in the process.

Meantime, Volkswagen is on track to launch the ID.4 and ID.5 mid-size electric SUVs in Australia in 2023, with the ID.3 to follow some time in 2024.



ID. Buzz expensive.

The Volkswagen ID. Buzz - a modern electric revival of the iconic Volkswagen 'Type 2' Transporter van - could cost close to \$90,000 or \$100,000 when it eventually reaches Australia, if overseas pricing is a guide.

The ID. Buzz is now available to order in Germany, priced from 64,581.30 Euro for the entry-level, five-seat Pro passenger model - equivalent to \$AU96,300, or even more once Germany's government electric vehicle incentives are excluded.

That price makes the ID. Buzz people mover dearer than the cheapest Porsche sports car available, the 718 Cayman coupe, which costs 58,038 Euro (\$AU86,500) in Germany - or \$125,600 plus on-road costs in Australia.

Within Volkswagen's range, the ID. Buzz is priced below a flagship diesel-powered T6.1 California Beach campervan - with the TDI450 engine and all-wheel drive - which costs 73,762.15 Euro (\$AU110,000) in Germany, or just under \$100,000 plus on-road costs in Australia.

However, a flagship Arteon 206TSI R-Line liftback also costs around 64,000 Euro (\$AU95,000) in Germany - but is only about \$71,000 plus on-road costs in Australia.

Also available overseas is a single-row ID. Buzz Cargo van model, priced from 54,430.60 Euro (\$AU81,000) before government incentives.

Australian launch timing for the ID. Buzz is still to be confirmed, however the vehicle is on VW Australia's wish list - though it would likely follow after the ID.4, ID.5 and ID.3, sometime in 2024 or beyond.

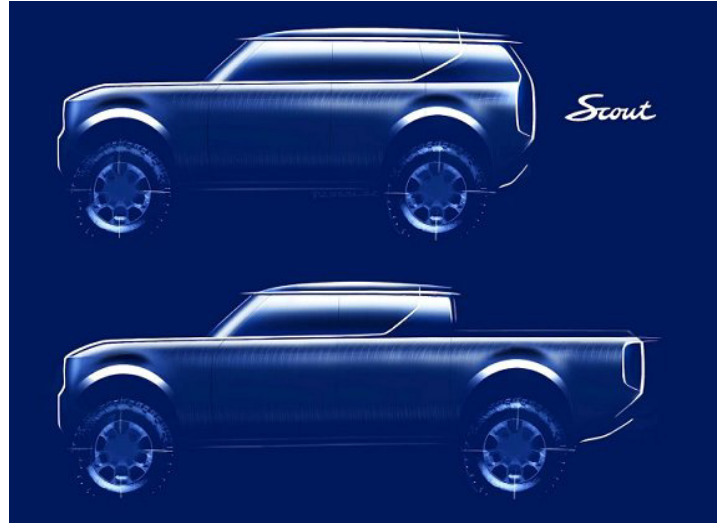
All variants at launch will be powered by a 150 kW / 310 Nm electric motor on the rear axle, fed by a 77 kWh (net; or 82 kWh gross) battery pack for up to 421 km of claimed range in the passenger model, or 424 km in the Cargo.

DC fast charging at up to 170 kW is available, good for a five to 80 per cent recharge in "around" 30 minutes.

Standard features in Europe include a 13.5-cm digital instrument binnacle, 25.5-cm centre touchscreen, wireless Apple CarPlay and Android Auto, wireless phone charging, LED headlights, 19-inch wheels, autonomous emergency braking, and front and rear parking sensors.

Volkswagen Scouts.

The Volkswagen Group has confirmed that the iconic US nameplate 'Scout' is set to be revived for a new line-up of electric off-road vehicles.



Various teaser images published on the internet suggest a large SUV and twinned pick-up will launch as debut models.

Prototypes are said to be on track for reveal in 2023, with customer deliveries set to follow in 2026.

The vehicles will be underpinned by "a new technical platform concept," according to the manufacturer - indicating they won't ride on the MEB platform underpinning the company's current electric cars.

While fully owned by the Volkswagen Group, Scout will be spun off as its own distinct United States-based entity and brand.

The line-up will be designed and built in the USA, and - at least initially - sold exclusively in North America. They won't be coming to Australia.

How did Volkswagen come to use the 'Scout' name? US truck and tractor maker International Harvester sold the original Scout off-roader between 1961 and 1980. The Jeep-like high-rider was pitched as a competitor to the Ford Bronco, and offered with a range of four, six, and eight-cylinder engines, with pick-up or SUV bodies.



Following bankruptcy in 1985, the branding was consolidated under the name 'Navistar International' and changed hands a number of times before being snapped up by Volkswagen in 2020. The Navistar company is now part of Volkswagen's Traton group of commercial brands that include MAN, Scania and VW Truck and Bus Brazil. Volkswagen still produces International trucks for the US market and owns all the former International Harvester trademarks.



Slot Shop Slot Car Challenge 2022.

After missing two years because of the covid lockdowns, it was time to again take on our friends from Flat Four in another Slot Car Challenge. This was held on Saturday 16th July at the Slot Shop at Arncliffe, owned and hosted by VW Nationals sponsor Eddie and his wife Maria.

Last time Flat Four won both the Best Driver (Stewart) and Best Lady Driver (Alison), with only our own Danielle Matthews (Simon's daughter) winning Best Junior for Club Veedub. Could we do a bit better this time??

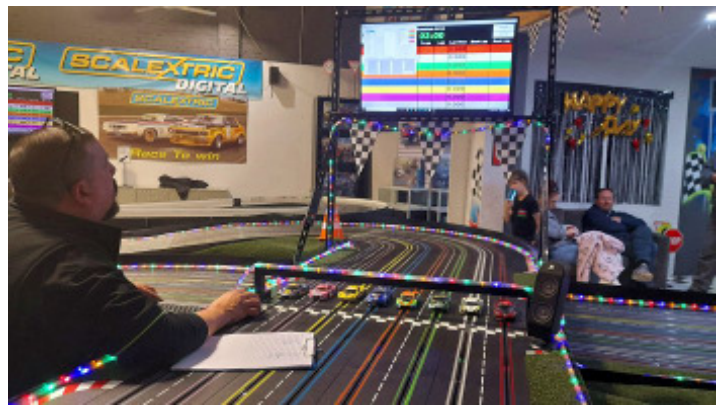
I visited Eddie to book the venue; designed and published the flyer; updated the calendar, webpage and magazine; and sent the flyer to Norm for emailing and to Lee for social media. I ordered three trophies - best driver, best lady, best junior. I shopped for the nibblies (cheese, cabanossi, crackers, chips, lollies, etc) and two cases of soft drinks; set them all up at the venue and drinks in the esky with ice. Now it remained to see what sort of turn-up we would get.



Flat Four was a big supporter of our event and they had eight or nine families turn up to enjoy the night, with a dozen racers signing up to race the slot cars. As for Club Veedub, however, our turnout was nothing less than pathetic. Apart from me, Stewart was the only member who came along. More than just a pathetic turnout, it was downright embarrassing.

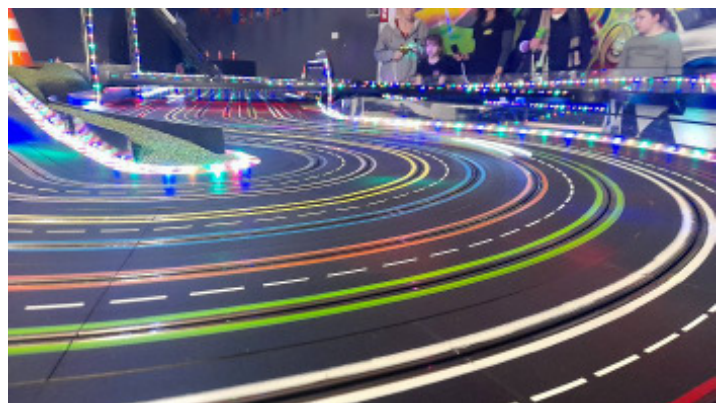
However thanks to Flat Four there were enough drivers - adults and kids - to have a great night. Eddie and Maria did a wonderful job hosting the night, taking care of the entries and computer wrangling, and being welcoming hosts and making sure everything went smoothly. Eddie has done some more updating since last time, improving all three large multi-lane tracks.

From 5pm onwards we practiced on the 'Grand Prix' track, the largest and fastest of the three tracks and the only one without magnetic downforce (to help glue the cars to the track). It was great to just socialise with our friends and enjoy the food and drink while we got a feel for the newer cars and track.



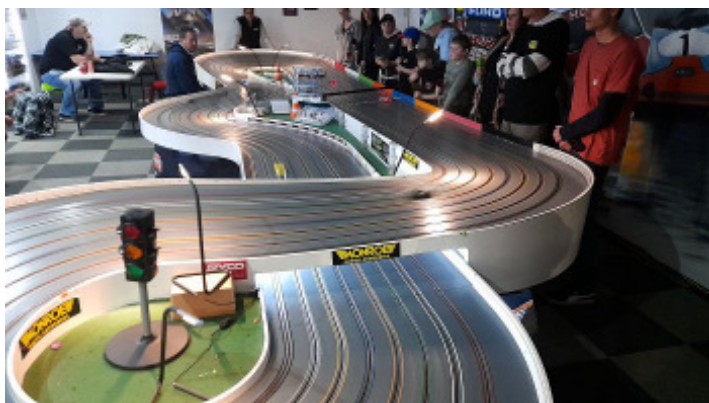
Eddie programmed all the names into the computer system and we started on the 'Party Track.' The computer told us who was racing in which heat and on which colour lane. The cars were colour-coded to one specific lane. They were a bit of a mix, mostly BMWs and Audis and some Ferraris, Porsches and Vipers, but with the same mechanicals. In reality some were indeed faster than others.

Each race was 3 minutes on this track, with the 14 drivers rotated over the 8 lanes until everyone had raced on each lane with each car, so no one had any advantage. This track has a plastic surface and extensive LED lighting, so looked great with the room lights dimmed. Just like Le Mans at night. The winner of the Party Track was William (Flat Four), with 200 laps over the eight lanes, followed by Kev (Flat Four) with 193 and Andrew (Flat Four) with 192. I was



fourth with 191 laps, and Stewart was sixth with 186 laps behind Amy (Flat Four), 189 laps.

We then had a 10-minute snack break, then moved to the 'Front' track in the other room. This track was longer, with a long straight and sharper corners at the ends and a hardwood surface. You could go flat-out almost the whole way round, backing off only for the hairpin at the end of the straight. The heats this time were 2 minutes. The best driver for the Party track was Andrew (Flat Four) with 144 laps, followed by three drivers on 140 laps - William (Flat Four), Rod (Flat Four), and me (Club VW). Stewart was again sixth with 137 laps, just behind Amy (138 laps). It was very close racing as everyone got the hang of driving flat out most of the way around.



After another snacks and drinks break we moved to the third and hardest track, the 'Grand Prix.' It was the longest and fastest of the three tracks, and the hardest as there was no magnetic downforce to keep the cars on the corners - too fast and off you went. This one actually needed proper throttle control all the way around. The heats were 2 minutes. This time it was a tie for best driver - William and Kev both scored 113 laps, followed by Andrew and me with 112. Stewart was a close fifth with 110 laps.

So adding the three tracks together, William (Flat Four)



OVERALL RESULTS

Po	Racer	PARTY	FRONT	GP	TOTAL
1	William	200	140	113	453
2	Andrew	192	144	112	448
3	Phil	191	140	112	443
4	Kev	193	135	113	441
5	Stewart	186	137	110	433
6	Amy	189	138	106	433
7	Rod	185	140	103	428
8	Steuasrt	182	133	103	418
9	Harvey	174	134	106	414
10	Alison	183	132	95	410
11	Maddi	170	131	102	403
12	Jenny	174	122	105	401
13	Max	163	130	101	394
14	Katie	177			177

was the clear winner with 453 laps, followed by Andrew (Flat Four) with 448. Phil (Club VW) was third with 443 laps. Stewart (Club VW) finished a credible equal fifth with 433 laps. The best Lady driver was Amy (Flat Four), who finished equal with Stewart on 433 laps. The best Junior was Harvey (Flat Four), with 414 laps.

So Flat Four won all three trophies and gave us a good flogging - and fair enough too. Thank you and well done to our friends at Flat Four for supporting our event and making it a fun and successful night - it was great to catch up with everyone after a couple of covid years. I'll be at your next meeting to present the trophies. Thank you too to the Slot Shop and Eddie and Maria for being wonderful, hard-working hosts who made our night a lot of fun.

Thank you very much to Stewart for coming along. To all the rest of our 500+ members who couldn't be bothered coming - thanks for nothing.

It plainly demonstrates that this style of event is not what our members want, so I won't be organising another one. Unless Flat Four take over the organising of the Slot Car Challenge, this has been the last one.

Phil Matthews





Volkswagen Spectacular 2022 - the return to Valla Beach.

What a week! Another great event put on by Donna and Luke Pell, with many friends and family members helping them out to assist in pulling it all together.

The Canberra Crew numbers were changing all the time, with some who were booked in for the 2020, then 2021 event now unable to attend and others who couldn't make the earlier dates now in a position to come along.

I set off on Saturday lunch time to get to Sydney for an overnight stop visiting my folks. This part of the trip went well until I hit the Picton area where it started to rain and I discovered my windscreen wipers were not working. I managed to get to my parent's place in Gladesville and, after the mandatory cuppa, started diagnosing the issue. As I had recently had the steering wheel off to try and fix a horn problem, I decided to check there (after the usual checking of fuses and connections). Sure enough, the connection in the steering column had come adrift and once reconnected, wipers were once again operational.

An early start on the Sunday morning and the trip up the M1 was commenced. Travelling by yourself in a 47 year old air cooled VW makes you very attune to any unusual noises, vibrations, wobbles or smells. Luckily, no more than the usual number of noises, vibrations, wobbles or smells were experienced and the trip went hassle free. Even the fuel economy at a steady 95-100 km/h was good.



I was the first of our contingent to arrive on the Sunday evening, claiming our real estate and working out where our marquee and banners should be placed. Being there by myself for the first couple of days wasn't a problem, with a couple of the Sydney club members, Kylie and John, camped opposite and making me feel very welcome. We also met Lorenzo from Cairns who had travelled down in his Kombi Camper, camped a few sites down the road. We shared stories, food and a few beverages around the fire pit and made new friends who had also got there for the entire week of the spectacular.

We joined in the activities on offer, with the Bowraville and Dairy farm cruise being a great day, followed by another excellent day trip through Bellingen and on to Dorriggo for lunch at the pub.

The rail museum was very interesting and the knowledge our guide had stored in his head was exceptional. The drive, both up and down the valley to Dorriggo was fantastic, with beautiful scenery and fun roads to enjoy.



Over the next few days, the rest of the Canberra Crew started filtering in, with Cookie next to arrive on Tuesday. By the time we were all in at the camp site, three Karmann Ghias, three Beetles and a Porsche were in the camp site, with a few other Canberra members staying off-site. All our cars performed well over the week, with only a failing battery in one of the KGs needing to be addressed.

Of course, the highlight of the week-long event is the final weekend, with the parade and show in Nambucca Heads on Saturday and the show and shine at Valla Beach on Sunday bringing the whole week to a grand finale. The evening





activities and the food on offer from the number of vendors at the park ensured each night was memorable and the fire pit provided warmth and a location to meet other VeeDub enthusiasts and chat about all things VW.

Being the year of the Karman Ghia muster, it was great to see so many in the one spot. I believe 34 was the count (not verified and I could be out by a few), including six Type 34 'Razors'. Our club member with a Razor, Alan, was very excited to see this many in one spot. Something he believes he won't see again. Being the Australian Registrar of Type 34s, he was able to put a few faces to names and collect some data for the register.

Our journey home started early on the Monday

morning with two of our group headed off for the Sunshine State and the rest of us back to Canberra. All the air-cooled cars heading to Canberra, except for one on a trailer, headed to Port Macquarie for our first stop, where two more of the cars were put on their trailers for the rest of the trip home. The two air-cooled cars, my Beetle and John's KG, lead the way and set the pace for the trip. A refuel stop, for both the cars and the people, was done at Heatherbrae, where John's KG decided not to re-start after refuelling. Nothing serious, just some oil splatter on the distributor effecting the spark and after it was cleaned up, she roared back into life and made the rest of the trip home hassle free.

Our last stop was at Sutton Forest where we said our farewells as we wouldn't be stopping again until our home destinations (if nothing went wrong - which it didn't). That last bit of the trip saw the speed increase a bit, with John's KG taillights fading into the distance as I stuck to my self-imposed 100 km/h limit.

I was asked a few times over the week which I preferred - Macksville Showgrounds or Valla Beach? It's a hard question to answer, as both have their advantages. At the end of the day, I decided it really doesn't matter from my perspective. It was the people and the cars that make the VW Spectacular a resounding success. The venue is just a place to gather, sleep and enjoy the event. I will be happy at either venue that the Pells decide for future events.

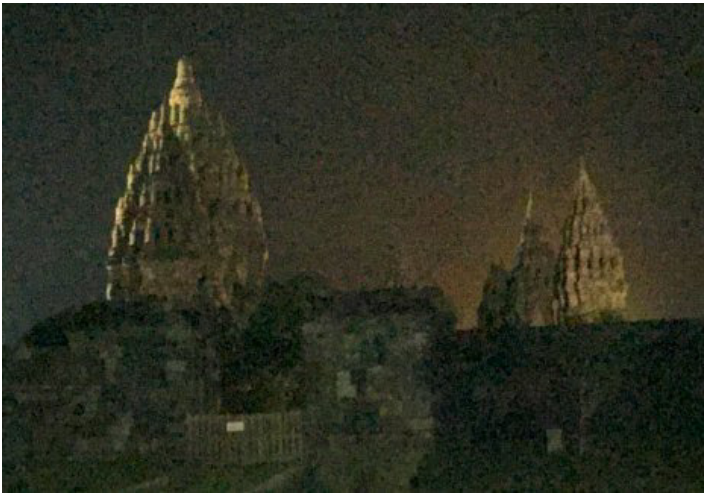
A great week with great company. Would I do it again? ABSOLUTELY!

Willie Nelson



Jogja Volkswagen Festival 2022.

If you're anything like me, you're prepared to travel far and wide to pursue your passion. This event is normally held every two years in Central Java, Indonesia, but certain world affairs have delayed the normal progression of events, all of which has made me even more eager to go far afield now that travel is back on the agenda.



You would have to count Indonesia as one of the world's focal points of air-cooled VW culture. A staggering number of VWs turned up to the two-day gathering, most of which needed to be parked quite a distance from the main venue. Speaking of place, this one is very special: Prambanan, a 9th-century Hindu temple complex and the largest in south-east Asia. It seems to maintain its awesome presence over the whole of proceedings.

The national fleet consists of Beetles up to 1303, T1 and T2 Transporters including the hybrid Brazilian models, a few Type 3s but swarms of Type 181s, or 'Safaris' as they're



known here. Your entrance ticket gave you the right to a lucky door prize: a properly restored Safari, which, sadly, I did not get to take home.

I headed straight to the Swap Meet area and found prices to be pretty high; no trinkets in my carry-on this time. I had a great chat with a fellow who has managed to get hold of a Mexican Digifant engine and converted it to Megasquirt injection. He tells me that his friends think he's mad, but I assured him that he's more sane than all of them.



After a thorough exploration, I was the only Westerner on site as far as I could see, though I did bump into a VW friend from Malaysia.

The Car Show area was in a massive air-conditioned tent; quite a lot of trouble to go to. Here are some of the highlights of the inner contents:



Immaculate in every detail. I got an invite to Smart Volks Works workshop; more to follow on that.



The only Golf I've seen the whole trip. A 20-valver with aftermarket injection; a beautiful effort.



Something I've wanted to see for a long time: a Type 3 converted to sloping headlights. It works!



A bolt-on unequal-length A-arm front suspension for T2s, complete with rack and pinion, progressive coil-overs and discs. Wow.

There were interesting cars outside as well.

A few observations about the event in general:

- there was live music playing all day
- at night time there was cultural dancing and music, replaying scenes from the Râmâyana
- they had thoughtfully provided a mobile ATM
- it's an Islamic country, but you could get a cold beer at a reasonable price, which was very welcome indeed
- you could get quality coffee

Here's a little surprise: a display board for badges:



Sure, there are other Porsche Speedster replicas around, but with an aluminium body?

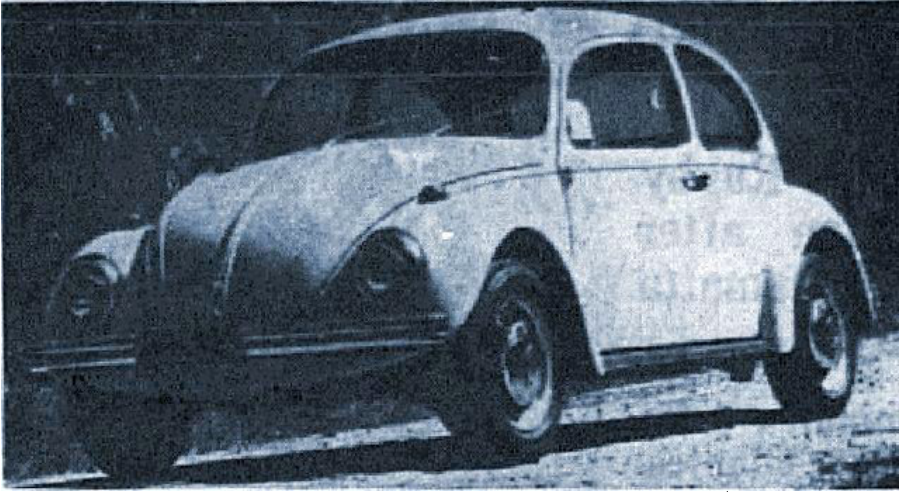


Later on the badge was gone, so some highly discerning person must have purchased it.



A replica of the Ur-Porsche, the Type 64, or Berlin-Rom-Wagen, painstakingly hand-beaten from aluminium. You don't see one of these every day.

Rod Young
rod.young2@icloud.com



1968 VW Automatic - very flexible.

The Sydney Morning Herald, Monday 22 April 1968

The well-respected 'Beetle' model of the Volkswagen has been given a new lease of life by a larger engine driving through a torque converter which doubles the urge of the engine at low speeds.

The car is designated the 'automatic stickshift' model by the makers, but it is desirable to clarify this enigmatic title.

The car is not equipped with an automatic transmission in the normal sense. It is fitted with a conventional three-speed manual change gearbox and the clutch is automatically operated by the first movement of the normal floor gear lever, just as was done years ago in the 'Manumatic' and 'Stan-drive' models of B.M.C. and Standard. There is no clutch pedal.

But the VW goes a step beyond the automatic clutch, and a very important step it is. A Borg-Warner torque converter is incorporated in the final transmission line and this device doubles engine torque just as it does when fitted to an automatic transmission.

So we have a transmission which one can use in the normal manner, manually changing down in difficult circumstances such as in congested traffic or on hills. However, as an alternative, one can select second gear and drive through town in that one ratio, stopping and starting and accelerating without touching the gear lever. The engine cannot be stalled as it is driving through a 'fluid flywheel' constituted by the torque converter.

If the gearbox is used in the conventional manner, the car is vastly more flexible than without the converter. As low-speed torque is doubled in each gear, one can stay in top round corners and up slopes that demand third or second gear with the conventional drive.

Furthermore, the useful range of each gear is greatly extended and

second becomes the only gear really necessary for metropolitan driving. It has a useful speed range from 0 to 60 mph (97 km/h), and acceleration in this gear is better than in conventional third up to 50 mph (80 km/h).

It is actually possible to start in top on quite a steep hill and slowly crawl up in that ratio. But this is done at the expense of nearly 100 per cent slip in the converter and the oil thrashing round in it will soon overheat and so illuminate a facia warning light.

No driver would do this, but the less experienced may well stay in top on a crowded hill to quite low speeds and slip into second much later than usual, without fear of stalling.

The excellent VW gear-change, in co-operation with the fluid flywheel, permits one to change into any gear at any reasonable speed and "power-on" up-changes are not only smooth but assist acceleration.

Performance

There is not much engine braking through the converter, except in first gear, which should be engaged down hills when towing. There is little likelihood of accidentally disengaging the clutch by the left leg fouling the gear lever.

The accompanying table gives a comparison of the performance of the 1500 'auto' with an earlier 1500 conventional manual VW (the slightly larger Type 3 'sedan'). This shows that slip in the converter reduces the absolute maximum speed a trifle.

The doubling of torque by the converter permits the use of very high ratios for second and first gears in the 'auto' model. In fact, second is practically the same as the conventional third gear, and first is only a trifle below conventional second gear. Top is much the same in both cars.

The fuel mileage is down a couple of points in the auto car, due to the usual converter losses. Fuel range is 305 miles (490 km) at lively touring speeds.

The remarkable flexibility of the car when using second gear even from a standing start is demonstrated by the acceleration time of 15.6 seconds from 0 to 50 mph (80 km/h) in this gear. This is only a little slower than when using first and second gears (14.5 secs), whereas the time for the conventional car using first, second and third gears was 12.5 secs.

The acceleration times in second gear were better than in conventional third from 20 up to about 55 mph (32 - 89 km/h), while in top gear the torque converter halved the acceleration time from 20 to 40 mph (32 - 64 km/h) and showed much livelier results up to 60 mph (97 km/h).

The high top gearing of the VW needs the assistance of this torque multiplication to give any liveliness below about 50 mph (80 km/h) and this is one of several good features of this new model.

VW 1500 AUTO, PERFORMANCES AND COMPARISON WITH EARLIER 1500 MANUAL MODEL			
	1500 "Auto."	1500 Manual	
MAXIMUM SPEEDS:			
Top Gear	76.5 m.p.h.	79	
Third Gear	— m.p.h.	70	
Second Gear	67 m.p.h.	48	
FUEL FACTS:			
Touring fuel consumption at 43 m.p.h. over test route	33.7 m.p.g.	33	
Ton-miles per gall.			
(loaded)	33.7 m.p.g.	36.6	
Fuel efficiency rating	1460	1580	
Top 40-60 m.p.h.	10.3	12.0	
ACCELERATION:			
0-50 m.p.h. through gears ..	14.5 secs.	12.5	
0-50 in second	15.6 secs.		
Second, 20-40 m.p.h. ..	6.9 secs.	3rd 9.1	
Second, 30-50 m.p.h. ..	8.6 secs.	3rd 8.9	
Second, 40-60 m.p.h. ..	12.3 secs.	3rd 10.3	
Top, 20-40 m.p.h. ..	8.3 secs.	Top 16.6	
Top, 30-50 m.p.h. ..	10.9 secs.	Top 15.8	
Top 40-60 m.p.h. ..	15.3 secs.	Top 17.1	
HILL-CLIMBING:			
Lett River (1 in 12)			
(Second) 40-50 m.p.h.	(third) 40-47 m.p.h.		
Fitzgerald Mt. (1 in 11):			
(Second) 50-44 m.p.h.	(third) 50-43 m.p.h.		

As will be seen, the torque converter car climbs better in second, even up to 50 mph (80 km/h), than the conventional car climbs in third. Altogether, a great improvement all round.

The energy ratios, based on the test loaded weight, are not high. Torque, 80 lb-ft per ton; power, 54.5 b.h.p per ton. Top gear is high, giving a rod speed of 20 mph (32 km/h) per 1000 r.p.m.

Alterations

This new model is fully imported from Germany and is much improved over the previous Australian models that have remained basically unchanged for many years.

The rear-end suspension and drive have been entirely redesigned and are vastly improved. In place of the simple swing axles of earlier models, which resulted in handling problems in difficult circumstances, the rear wheels are now carried on large trailing A-frames and have a slight negative camber, even in the unloaded condition.

The springing means are softer transverse torsion bars assisted by an equalizer spring to take overloads. The new double-articulated drive shafts, from the diff to the rear wheels no form no part of the suspension.

The 1,500 cc engine is substantially larger than previous 'Beetle' power units and, of course, it gives the car quite a lift. The track has been increased and this plays its part in the improved road-holding which is a feature of the new model.

Disc brakes are used in front, and the front and rear hydraulic circuits are now separated for safety. The electrical system is 12-volt.

Ball joints are used in the front suspension, and an anti-roll bar is fitted to control the torsion-bar springs.

Many safety features have been added, including a collapsible steering column, outside mirrors, screen washers, safety interior mirror, seat squab locks, seat belts for front passengers, burst-proof locks and much larger and higher bumpers.

The fuel filler is now external, the headlamp fronts are vertical and a fresh-air circulating system is added to the usual heater which serves the front and rear compartment. A convenient lever beside the handbrake replaces the old turning knob, and a second lever adjusts the front-rear heating balance.

As a result of the new rear end, the stiffer suspension and the wider track, this

INCLUSIVE PRICE: \$2,130.
BODY: Two-door, four-seater, fair luggage space. Individual front seats each 20in wide, 39in headroom. Bench rear seat 50in wide, 34in headroom, 6in kneeroom.
SIZE: Wheelbase 7ft 10in. Length 13ft 4in. Tracks 51.6in and 53.1in. Clearance 5.9in. Tyres 5.60 x 15in. Fuel tank 8.8 gallons. Touring weight 16½ cwt, test load 3 cwt.
MECHANICAL: Rear flat four cylinder air-cooled engine of 1,493 cc capacity, driving the rear wheels through a three-speed gearbox, automatic clutch, and hydraulic torque converter. Maximum outputs, 53 gross horsepower and 78.1 lb-ft torque. Separate platform chassis carried on all-independent torsion bar suspension. Disc front and drum rear brakes, operated by independent fluid circuits.

VW handles in a much safer fashion than the earlier 'Beetles.'

There is virtually no oversteer when cornering hard, roll is well controlled and the car is generally stable.

The steering is light and very quick in action with only 2.6 turns from lock to lock for a turning circle of 36 ft (10.9 m), which is inconveniently large for such a small car.

The VW rides a little harder than some of its companion models and it trembles somewhat on average bitumen roads. But on the rough stuff the little

car shows its ruggedness and stability and it sails over potholes and corrugations in commendable manner. Through a vicious test 'dip' at 50 mph (80 km/h) it showed no signs of bottoming.

The front brakes pulled to one side but were otherwise excellent. With moderate pressures the car stopped very

promptly indeed and it accepted 10 successive downhill stops from 60 mph (97 km/h) before there was a sign of slight fade. The brakes were still satisfactory after the twelfth and final stop.

The handbrake promptly halted the car from 30 mph down the Victoria Pass (1 in 8 gradient).

The VW car itself is too well known to need any description here. The latest model has more glass area and numerous detail improvements such as flat 'safety' knobs, but it remains very much the 'Beetle.'

Summary

The use of a torque converter in conjunction with a larger engine has transformed the small VW. I was pleasantly surprised at the extraordinary degree of flexibility which the converter confers on an otherwise rather inflexible engine.

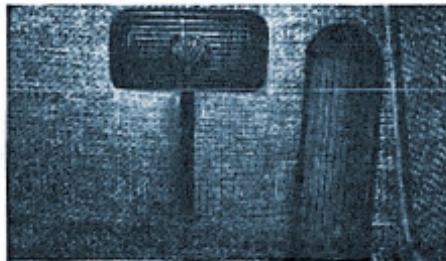
It is more pleasant and easy to drive, especially in town, and gear-changing is definitely reduced, no matter who is driving. In town, second gear alone will meet all reasonable needs.

On the open road, top gear can now be retained far more than previously and the engine cannot be stalled. The elimination of the clutch pedal also simplifies driving.

The VW 1500 'automatic' retails for \$2,130. The car was submitted for test by Lanock Motors Ltd, the distributor.

Road Tested by Sturt Griffith B.E.

See the new
 automatic VW
 from the best
 point of view.



The driver's
 seat.

At Lanock Motors you can afford to put your foot down. We'll give you a free trial run in the new Volkswagen 1500 Automatic. So you can discover for yourself the smoother ride, the added power and seventy improvements that make this VW a motoring revolution. Phone for a free trial run at any Lanock Motors Showroom and put yourself in the driver's seat.



Sydney 177-179 William St. 31 7003. Fiveoak 61 Parramatta Rd. 79 2311. Hornsby 120 Pacific Highway. 42 8281. Camperdown Cnr. Australia St. & Parramatta Rd. 51 2954. St. Leonards Cnr. Herbert & Frederick Sts. 43 1355. Killara 864 Pacific Highway. 43 2486.

LMR 82.38



The Country Buggy.

Hagerty Media USA, June 2021

Most automotive enthusiasts are familiar with the Volkswagen Type 181, the boxy, military-looking vehicle from the 1970s known in the U.S. as the Thing. Ugly, right? Hold on, mate, the Australians did it better. Or is it worse?

At about the same time as the Type 181 came to be in the late 1960s for the NATO forces in Europe (it wasn't made in a civilian version until 1971, and wasn't imported to the U.S. until 1973), the land Down Under was also creating its own off-road vehicle based on a basic VW Type 1 chassis: the Country Buggy. And the Aussies made no bones about it, this "thing" was not a beauty queen.

"If you think the Beetle is ugly ... take a look at this one," one Volkswagen Australia ad beckoned. "The uglier Volkswagen built for rugged dirty work."

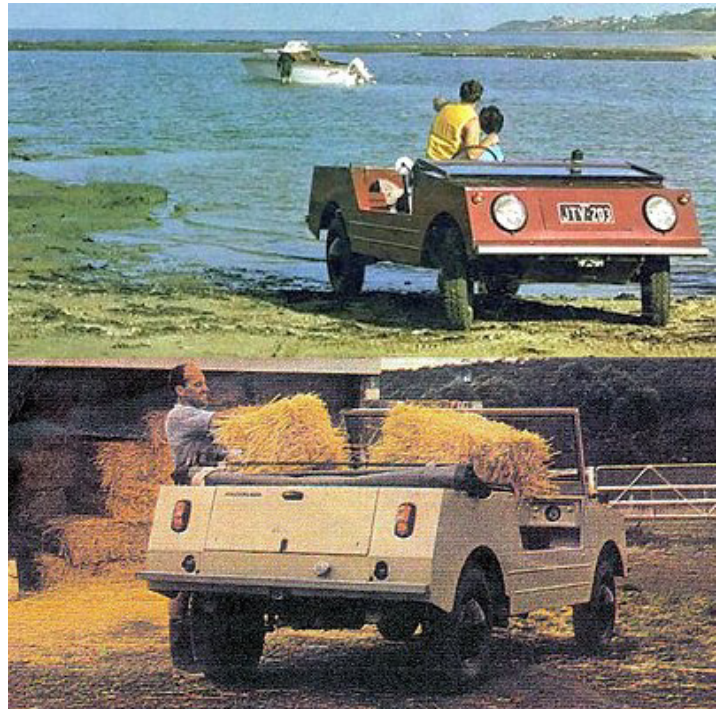
Another punchy VW ad – one of many – described the odd-looking vehicle as "the reliable one" and encouraged potential buyers to "run it up a hill, over a creek bed, across a ploughed paddock, through a sandpit. See how the Volkswagen Country Buggy can handle most of the jobs that used to need a four-wheel drive. Test drive one where you wouldn't take your car ..."

Conceived first as a 'lifestyle' vehicle to reverse faltering local VW sales under the Japanese onslaught and use as many local components as possible, the Country Buggy was designed and engineered by Volkswagen Australasia (Ltd) using Type 1 (Beetle) and Type 2 (Transporter) Volkswagen components. A plain flat-panel steel body was fabricated for the Beetle floor pan, with short overhangs to increase its approach and departure angles off-road. The Buggy's exhausts fed through its rear body to raise ground clearance. Power from a stock 1300cc Beetle flat four-cylinder engine went to the rear wheels via portal axles from the early Type 2 buses. In keeping with its utilitarian approach, the Buggy had no doors, only high side sills that could be closed off with vinyl curtains, and a folding windscreen and either hard or soft-top roof. It sat on Beetle 15-inch wheels and had Beetle headlamps pushed into the sloping flat nose panel with Hella caravan lights for the indicators.

Production of the Country Buggy began in July 1967,

but delays caused by technical problems with the prototypes, and getting the Wolfsburg parent to approve production (they had their own Type 181 in development) saw the market release put off for months. By the time it finally began being sold in April 1968, the market had changed. The more developed BMC Mini Moke had already captured the 'lifestyle' buyer, and farmers would not part with their trusty Land Rovers (although the Toyota Land Cruiser was beginning its meteoric rise).

It was promoted as a potential military vehicle – perhaps even amphibious, according to early reports but never actually achieved – but was rejected by the Australian Army for having insufficient payload and not being 4WD. Still, VWA had high sales aspirations for the leisure and farming markets. Brochures pictured the Country Buggy on rural properties, and TV ads showed it driving over sand dunes and along the beach.



More crucially, the Volkswagen Australasia (Ltd) local manufacturing concern was liquidated in 1968 due to slumping sales, large financial losses and a factory partly idle. All VW manufacture was ended and the factory converted back to German CKD assembly of the Type 1, Type 2 and Type 3 – much of the tooling ended up in Brazil! Country Buggy manufacture - on an additional finishing line set up for the project – also had to come to an end.

After a brief run of less than 2,000 vehicles, almost all of them finished in sandy beige, Country Buggy production ended in September 1968 ... in Australia, at least. No attempt was made to bring the much superior Type 181 to Australia – in 1968 neither civilian variants nor RHD models were available. In fact the 181 was not sold in the UK (as the 'Trekker') until 1975.

Partially-assembled Country Buggy kits were later shipped to the Philippines, where they were generally well received. So in 1972, Volkswagen invested in the local construction of a slightly modified Philippines version of the Country Buggy named Sakbayan. It remained in production for several years.

Much like 181 Thing owners in the U.S., Country

Buggy enthusiasts are a passionate group. Respected Australian VW researcher the late Bill Moore uncovered much unknown history of the Australian VW and in 1996 began the Country Buggy Register of surviving vehicles (now logging 396 known vehicles in Australia and around the world – see www.vwcountrybuggy.com/current-registry/)

In 2018, for the 50th anniversary of the Country Buggy, Australia's Volkswagen Spectacular show sponsored a reunion that brought together 36 of the rare vehicles in northern New South Wales.

We're guessing no one called it a beauty pageant.

Klub Korrespondenz.

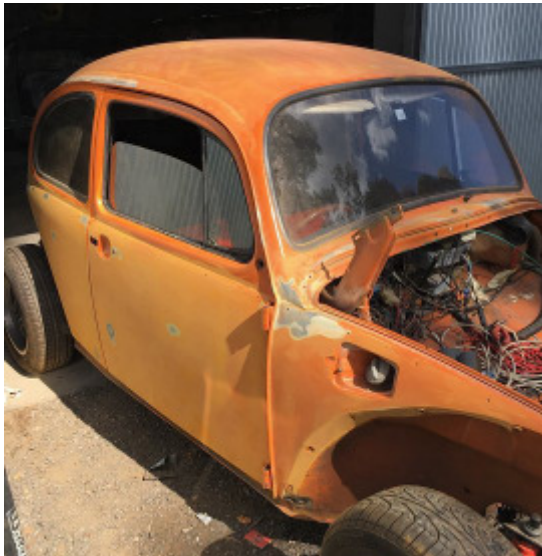
From: Peter Cochrane

Date: Tue 24/5/2022 08:28:15

I recently found out that I won the 'Brian Walker Award' at this year's VW Nationals. I thought, is this for real?

I was not really expecting anything. I enjoyed coming to the meeting last month and collecting my award.

I learned the award recognises one of the Club's long-term past members, who was involved in the Nationals for many years. I learned that Brian enjoyed a certain style of mildly modified and improved later model air-cooled VW, and the committee



picks a car closest to what we think Brian would have enjoyed. This year it was mine!

Feeling pretty honoured to receive this

It took me 5 years to build this from a rusted heap and enjoy it every weekend.

I have not been to a show before as has been a work in



progress for the last 4 years.

I built it to drive and do around 1400 km a month. Has been a journey that's for sure still going.

Thanks again for your time.

Peter Cochrane



Klub Korrespondenz.

From: David Nash

Date: 10/05/22 19:24:16

G'day, sorry to be a nuisance but I have acquired a 1960 Beetle and think it has probably had an engine swap at some stage as it should have a 1200 36hp but the engine #8148416 seems to indicate a later engine of 40hp (34). Can you please advise what it is from your records? Thank you very much for your assistance.

Regards,
David Nash

Hi David, no nuisance, we are here to help.

Yes in Australia the 36-bhp engine was used through most of 1960, up until October 1960 when the 40-bhp engine was introduced.

The Melbourne factory, being much smaller than the Wolfsburg parent, did not have the German-style new model year changeover in August of the previous year. Updated parts were simply fitted only when older parts were used up. Any 'new year model' generally appeared in February, after the Xmas holiday period (but not always).

www.clubvw.org.au/vwreference/austvw001/

There are no surviving Australian production records - what chassis number had what engine bolted to it on what date etc. We're not even sure if that sort of data was ever recorded in Melbourne, but if it was it was lost many decades ago. The Wolfsburg archives have no Australian production data, which is why birth certificates for Australian 1960-67 cars often produce meaningless results.

Anyway, you can narrow down as to when your car was built. The chassis number will give some idea - 1960 models were numbered between 2528668 and 3192506. See where yours fits in this range - towards the start or the end or somewhere in between?

There will be a date stamp (mm yy) on the back of the speedo. These were made by VDO in Melbourne for the VW factory and will have been fitted almost straight away. Likewise, look for date stamps on the wheels - pop the hubcaps off and look on the wheel centres in-between the wheel bolts. Check all five wheels.

If you can find date stamps in general agreement, this will show whether your car was early or late 1960 and whether a possible candidate for a 40-bhp engine when new.

Your particular engine 8148416 is much later and was produced in November 1963 (see the link at thesamba below). So yes the engine is not original, but that is not surprising for a car that is over 60 years of age. It would be almost impossible nowadays to find a VW still with its original engine.

www.thesamba.com/vw/archives/info/bugchassisdating.php

Really the only way to find proper numbers is to have the original owners' guide and service booklet that would have been in the grey plastic folder. These are commonly lost over the years as cars change hands, so if yours is missing it is unfortunate. It would also be interesting to see whether your rego papers have any engine number info - often the RTA was not told when owners swapped engines back in the day.

BTW we reported on the new Aussie 1960 40-bhp model - identified as the new EA-106 model - in our August 2017 issue. The NSW launch was at the Coogee Bay Hotel on Tuesday 18 October 1960. It was in response to a query as to whether the VWs racing at the first '500' race at Phillip Island that year were 36- or 40-bhp models.

www.clubvw.org.au/media/zeitschrift/2017/august-2017/

Date: 2/6/22 17:24:42

Thought I would write to thank you for your time and effort to help me. In my experience, one rarely gets any thanks for what they volunteer to do so I do appreciate yours.

As an update - the engine # that I gave you was the one supplied with the car but it is not the original. (From the charts)

I contacted the person that I bought the car from and he advised that the 'original' engine that was in the car when his father owned it was still in the shed in the Riverland, Loxton, SA. I negotiated a gift with him and have the engine. We fitted it and started it, runs ok but is tired and leaking all over the place - still it goes! It is a 36 hp 1200 - # 3787131 built in April 1960 (from the charts) The chassis # is 2931862 February 1960 so I may have one of those rare cars that has the original engine.

The decision now is which one to rebuild - not a bad problem to have!

Thanks again for your help.

Cheers, David Nash

From: Carl Moll

Date: 17/7/22 17:56:22

During the past 2 years my family has worked on building Lego VW models during lockdowns and holidays.

Both son in law and grandson love VW and Lego. So only one thing could happen...

A Lego Kombi Build off. The end result...



The Blue Kombi took 6 hours and the red Kombi 3 hours.

Lots of joy for our 11 year old grandson as he joins the VW family and looking forward to owning the real thing!

They are looking forward to building the next VW Lego Model.

Cheers, Carl

From: Rod Young

Date: 19/7/22 12:06:10

I've always wanted to visit Borobudur, the world's largest Buddhist temple built in the 9th century in central Java. It's Indonesia's most popular tourist attraction, but it was disappointing. You part with an arm and a leg to get in, but you're not allowed to go up it, so there's not much to see, such as the iconic Buddhas and bell-shaped stupas.

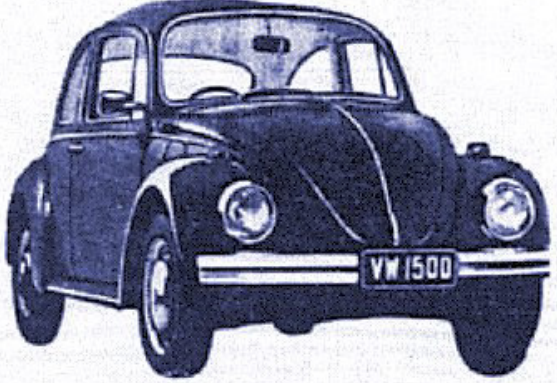


Check it out on the internet; you'll see more than I did. Then you're forced to walk double the necessary distance to exit, just so you can be corralled through hundreds of metres of souvenir stalls and share the space with hundreds of people. During a pandemic.

There's a fleet of VW 181s to show tourists around Borobudur and a battalion of Jeeps to take them on a 'Lava Tour' of Mt. Merapi, the active nearby volcano that erupted violently in 2010. I went on a Jeep; glad it was only for an hour and a half and I wasn't an American serviceman.



ON DISPLAY NOW !



VW 1500 AUTO

- 12-VOLT SYSTEM
- DISC BRAKES
- IMMEDIATE DELIVERY

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218 MAITLAND ROAD, MAYFIELD



New Beetle Ute Camper.

Motor 1.com USA April 2022

Sometimes, you just need to look at the world from a different perspective. We know the team at Smyth Performance understands this, as they offer pickup truck conversions for a variety of vehicles. The Volkswagen New Beetle Ute is arguably the coolest of the bunch, but then comes Paul McCormick with another perspective. How about hooking up a small fifth wheel camper to the VeeDub for an RV adventure?

The result is the rig you see here, and yes, it's a fully functional camper that McCormick thoroughly enjoys. Of course, one doesn't simply stop by the local RV dealership to buy a mini fifth wheel trailer designed for a New Beetle. We contacted McCormick to talk about the pop-up camper that he built entirely from scratch.

"I got the New Beetle kit a couple of years ago, and while I was building that, a friend gave me a gooseneck hitch. I thought I may as well put it in the back of the Ute, and last December I decided to go on a road trip and remembered the hitch. So I thought I'd make a pop-up fifth wheel camper. It's a camper built around a queen-sized bed."

As you can imagine, the project was a bit more complicated than just building a frame around a bed. Without any other New Beetle fifth wheel camper builds known to exist, McCormick was truly on his own for finding solutions. His biggest challenges were making sure the weight and aerodynamics were within the Beetle's capabilities, and getting the joints from the roof to the sides watertight. He was



also concerned with clearances between the trailer and the bed, but it all came together in the end.

"I knew I wanted 1,500 pounds (680 kg) maximum for the trailer, but I had no idea what the tongue weight should be," he said. "I theorized that 200 pounds would be enough to transfer weight to all four wheels of the Beetle and still have it tow correctly. I didn't want the trailer roofline to be higher than the Beetle, and the width is exactly the same as well. And it tows amazingly well – not a hint of

swaying or whipping, and we've been in places with 70 mph (115 km/h) wind gusts."

To keep the weight under 1,500 pounds (680 kg), McCormick had to forego any on-board water capability. With the roof up, the queen bed can convert to a sofa for a sitting area at the front of the trailer. A small table sits in the middle, with a modest kitchen area at the back with a small stove and storage. The camper has both heat and air conditioning, with a house battery providing power. In short, it's a cozy camper with all the basics covered.



As for the tow vehicle, it's a 2006 New Beetle TDI with a 1.9-litre diesel and a manual transmission. McCormick added air support for the rear suspension to keep things level, otherwise, it's a stock bug with 165,000 miles (265,650 km) on the clock. It's an economical rig too, with the diesel managing 30 mpg (7.8 L/100 km) while averaging speeds of 70-75 mph (115-120 km/h). That could be the most efficient fifth wheel camper in the history of the world.

McCormick is surprised at the attention he gets from his custom rig, but we aren't. The New Beetle Utes from Smyth Performance never fail to catch the eye, but one towing a tiny fifth wheel trailer? That pretty much guarantees double-takes from passers-by, and likely a bit of jealousy from those yearning for a cool camping VeeDub road trip of their own. We'd certainly love to see the world behind the wheel of this cool combo.

Special thanks to Paul McCormick for sharing his story and photos, and Smyth Performance (www.smythkitcars.com) for the tip.

Christopher Smith

Reborn electric Golf.

Auto Evolution USA April 2022

Yup, don't let the Volkswagen Rabbit (Golf Mk1) body fool you, this old hatchback doesn't have a four-cylinder mill under the hood. The original engine was removed a few decades ago and replaced with an electric motor and a trunkful of batteries.



Showcased by YouTube's 'Budget Buildz,' this old Golf EV spent about 25 years off the road. And before that, it was used as a race car. What, did they race electric vehicles in the 1990s? Well, this car was put together by Clemson University in 1993 and, believe it or not, it was SCCA-certified.

The story goes that the electric Golf was raced through 1994 and 1995 and was capable of running at 70 mph (113 km/h) for two hours straight, an impressive figure for the mid-1990s. The car was reportedly scrapped out in 1997.

But the really cool thing about this Golf is that it's still in one piece, which is amazing for a vehicle that's been sitting for more than two decades. What's more, they managed to get it running again.

The experiment was interesting to say least for two reasons. First, the guys who rescued the Golf haven't worked on electric cars before. Second, the fact that this Golf features old EV technology made things that much more complicated.

But \$4,000 worth of batteries and parts and a few days later and the Golf was running under its own power again. It will require additional cash to run and drive as it should, but Budget Buildz estimates that the Golf could return as much as



100 miles (161 km) on a single charge. Not bad for an EV that was put together at least 30 years ago, right?

While it might not be a factory conversion, Volkswagen was no stranger to battery-powered Golfs. The German company began working on an electrified version of the Mk1 in the mid-1970s. The first prototype arrived in 1976 as the Elektro Golf 1.

It never made it into production, but it was used and tested for several years. Volkswagen developed the second electric Golf, the CitySTROMer, in 1981. Using lead-acid batteries, it had a range of around 60 km and was built in 25 units.

Now considered one of the first electric vehicles suitable for everyday use, the CitySTROMer spawned follow-ups for the second- and third-gen Golfs and led to the introduction of the production e-Golf in 2013. But that's a different story for a different day. For now, enjoy this electrified Mk1 come back to life after more than two decades.

Ciprean Florea



1998 AMP Bathurst 1000.

The 1997 season had been very much a year of fluctuating fortunes for the 2.0-litre Super Touring category. It started off with expectations of being much the same as 1995 and 1996. On the credit side of the ledger, it could now confidently be predicted that there would be good, hard racing between the three manufacturers, with an innovative television package in support. On the debit side, there was not as much depth either at or behind the front as would be ideal, and there was still a marked reluctance on behalf of the paying public to attend races, preferring the competing V8 Supercars.

As the season developed, the category's stocks seemed set to soar when the doors to the Great Race suddenly and unexpectedly opened, an extremely welcome boost. TOCA supremo Alan Gow talked boldly of a large field of international contenders coming out to Bathurst.

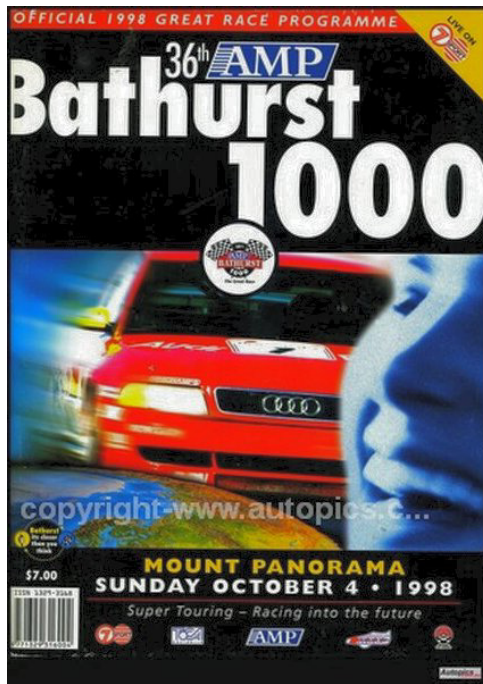
The rhetoric was not quite supported by the actual events, when just three works teams came from Britain, and the expected interest from the Continent, Asia, South Africa and America completely failed to materialise. Of course, there were several excuses which came conveniently to hand: budgets were said to be locked in for the year, and could not be rejigged for such a late entry to the calendar; there was a clash of dates with the German series; the North American Championship was in trouble etc.

If Gow was disappointed, he never showed it at Bathurst. Not for him any talk of reconciliation with the V8s; Super Touring was quite big enough to stand on its own feet, thank you. Such bullishness was further bolstered by the race itself, which proved beyond any doubt that the category was more than capable of putting on a close, enthralling encounter for seven hours on the Mountain. Optimistic predictions were made about more manufacturer support for future Great Races.

And yet, and yet... There was not a big crowd at the track; but two weeks later, there was an enormous turnout at the competing Primus 1000 Classic for the V8s. Those who predicted the 'rebel' V8 race would not get enough flaggies to run it, or people to watch it when it was not on a long weekend, were to be sadly disappointed. It was further proof that, no matter which way it was pushed by hard-peddalling public relation types, Aussies preferred V8s and the Super Tourers had not captured the imagination of the people.

There also remained a residual concern that local Super Touring had not quite demanded the attention of the manufacturers to the extent which had been forecast in the early 1990s. So the announcement from BMW in December 1997 that it would not be racing in Australia in 1998 was a most unwelcome end to a topsy-turvy year which, for all its difficulties, had been mostly a positive one for the category.

BMW's announcement was very bad news; it could even have been the death knell for the category in Australia.



After all, one senior V8 driver had predicted some time before that if one manufacturer pulled out of the ASTC, the whole pack of cards would collapse. (Presumably, this fearless prophet thought that the V8s were infinitely better placed to survive the loss of one of their two manufacturers...)

But Super Touring proved more resilient than expected. As the plans for 1998 were unfolded, Audi were found to be still running a two-car team of A4 quattros for Jones and McConville. Volvo upgraded from the 850 to the very speedy S40 for Jim Richards, while Cameron McLean likewise stepped up from the Opel Vectra to an ex-Diet Coke BMW. And the racing was pretty good, too.

On paper, the Audis utterly dominated the first two rounds of the ASTC, at Calder and Oran Park. But at Calder

Richards had claimed both pole positions (there being separate qualifying sessions for each of the two races), and at Oran Park McLean comfortably led the first race until outed by a clash with a slower car.

There was no doubting the speed of the Volvo, especially on the straights, but its front-wheel drive layout left it consistently vulnerable to the other cars when getting off the line for the start of each race. This unfortunate characteristic was again in evidence at Phillip Island, but this time Richards had the momentum on the long front straight to pull past Jones to finally place the Swedish marque on the top step of an ASTC dais.

At Eastern Creek, McLean again gave a very good account of himself, leading the first race and starting from the front row of the second - although sadly going no further than that after the engine blew. Jones in the Audi won on the day.

Somewhat to his surprise, he did so again at the very fast Lakeside, which had been expected to favour the Volvo a la Phillip Island. Richards' cause was not helped by a last-lap tap from McConville, which dropped the Volvo down the order and the Audi ultimately right out of it, after the stewards deemed the move to have been just a bit too robust.

The anticipated script was followed more closely at Mallala, which looked - and proved - to be very much four-wheel drive country. The same result appeared to be likely at Winton, but this time it was McConville who triumphed as Jones suffered gearbox problems in the first race.

This meant that Jones, McConville and Richards all went to Oran Park with a chance of winning the title. Richards walked unsuspectingly into his worst meeting of the year, punctuated by his rear wing flying off twice over the weekend. McConville didn't quite have the speed of Jones, who therefore became the Champion for the second time.

At the end, the Audis were separated by just seven points, with Richards 22 behind McConville, and the luckless McLean a further 20 adrift. The three different drivetrain setups had emphasised various strengths and weaknesses on each track, but had led to a reasonably even result overall.

In the background, preparations were under way for Bathurst. At one stage, it looked likely to be the venue for a

revived World Cup, but this event was initially moved to Kyalami, and then quietly shelved entirely. The October Bathurst date would have met some resistance from the Euros anyway, since it again clashed with a round of the German Super Touring Cup - despite Alan Gow's assurances the previous year that this would not happen in 1998.

Having simultaneous dates in Australia and Germany was a particular obstacle to the prospect of a diesel entry. The Bathurst organisers were casting their net wider to support their core Super Tourers, and had considered the possibility of a diesel class, which had attracted quite some interest at both the Nurburgring and Spa 24 Hours. But BMW's diesel teams would be running their super tourers in Europe on the same day as Bathurst, and their main rival Volkswagen - who did not compete in the Super Tourenwagen Cup - could not be enticed to come out here.

Despite these difficulties, there were encouraging signs coming out of Europe during the year that a good few super tourer outfits would not only be contesting the race, but were committing themselves to proper long-distance testing to enhance their chances.

Renault were said to be keen to make amends for their 1997 failure. Derek Warwick's Vauxhall team was most enthusiastic about returning. Volvo was virtually a certainty. Nissan and Honda were said to be sending works teams. Several good-quality privateer outfits were interested. Stories began to circulate by the middle of the year that the European teams were starting to modify their cars into enduro trim, or else were actually pounding around deserted circuits for lengthy periods in an attempt to see what might fail on the Mountain. The signs were promising.

But as the race got closer, the commitment of some of the Euros became more distant. Renault and Honda pulled out, losses which could be ill-afforded in the context of a category clearly needing to fulfil its promise to build on what was achieved in 1997. It became painfully apparent that the front-line contingent would be actually smaller this time - in a year when the Euros did know the race was on, and could organise their budgets in advance. Alarm bells started ringing.

Nevertheless, it was still a good field. Volvo started as favourites. This time, they entrusted their attack to the full might of TWR. Rydell, Richards and Nilsson were retained, the fourth spot going to Tim Harvey on the strength of his excellent showing at Bathurst in 1997 and his previous association with the team in Britain.

Vauxhall likewise backed up with Warwick and Cleland, while the second Vectra this time carried much more overt Holden support than in 1997, not to mention two works Holden drivers in Murphy and Ingall. Given the fact that the company at the very heart of - and with the greatest investment in - 5-litre V8 racing saw fit to increase its support of a 2-litre car, the bleating about this action from some management, public relations and other pressure groups was quite extraordinary. The fringe dwellers seemed much more concerned about perpetuating the perceived war between the two categories than did the main player. Strange times, indeed.

The third works team was Audi. Jones and McConville shared one car, while in a move reminiscent of the HDT hiring Allan Moffat in 1986, their long-standing nemesis Paul Morris was installed in the second A4. His team-mate was Paul Radisich, adding to the impressive list of top teams he

had represented on the Mountain.

The solitary Nissan was also a works car in disguise. While the mooted factory effort for Anthony Reid/David Leslie had not eventuated, the Team Dynamics entry for Matt Neal/Steven Richards was still equipped with a full works-spec Primera, supported by a factory crew.

Cameron McLean, who at one stage during the year had been hoping to field a works BMW co-driver, settled on Tony Scott. The only other car with any hope was the private Honda Accord for Robb Gravett/Lee Brookes.

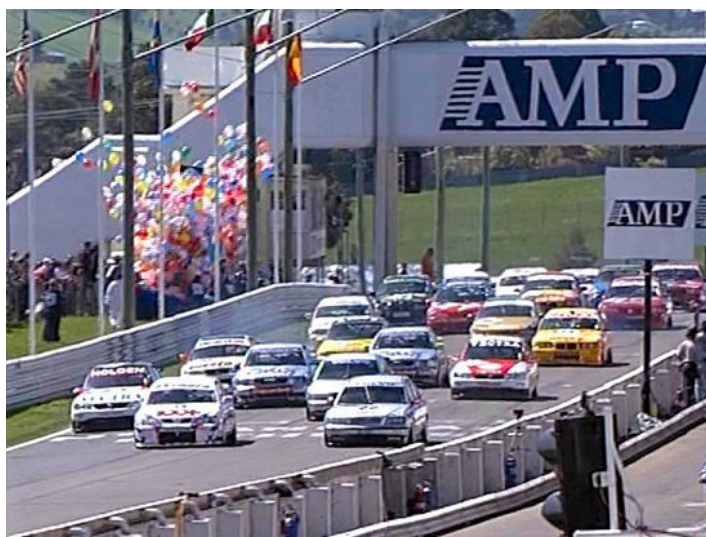
So nine cars were capable of winning the race. A look back through Great Race history shows that this is not such a bad number in comparative terms. Indeed, in many years when the race was really building its legend in the 1970s and early '80s, the number of genuine contenders was a far less. But time had moved on, the public had come to expect much more depth, and there was no hiding from the fact that the 1998 Super Tourer field was nowhere near as strong as it should have been.

They were supported by some Schedule S cars from New Zealand (a category for mildly modified cars), and some Australian production saloons. A field of 42 cars would start the race.

Qualifying produced a major surprise. It was universally accepted both that the Audis would not be in contention on sheer speed, and that McLean's game plan would never include the risk of an all-out attack on pole. Logic and form therefore suggested that the top of the timesheets would feature the Volvos and the Nissan.

Tell that to Greg Murphy. In a car which had been consistently short of the front of the field all year in Britain, he benefitted from a good tow, and some innovative settings which he and Ingall had dreamed up, to defiantly plant the Vauxhall-called-Holden on provisional pole. Sanity was restored on Saturday, when Rydell threw down an awesome 2:14.93, elevating himself a second and a half ahead of everyone else. The Volvo had the Nissan for company on the front row of the grid.

For the start of the race, the two cars were entrusted to the father and son combination of Jim and Steven Richards. They rounded Hell Corner side by side for the first time, but the Nissan's greater momentum up Mountain Straight carried it neatly past the Volvo. Next were Ingall and Gravett, the latter of whom had made a lightning start from eighth on the grid, then McConville (surprisingly sent out to start Jones' car), Harvey and Radisich.





By lap 3, Gravett had dropped back to eighth leaving the works cars in the first seven positions. The two leaders were lapping at 2:18-2:19, a far cry from Plato's heroics in the early laps 12 months before.

Indeed, caution seemed to be the unanimous tactics for the first part of the race. There were some minor changes of position, notably when Harvey was baulked going over the top at Reid Park on lap 9, allowing McConville past, but for the most part the drivers seemed to be settling into a steady race pace, awaiting developments later in the day.

On lap 10, Steven Richards had 1.78 secs over his father, with Ingall another six secs back. By then, McConville had fallen 12 secs behind the Vectra, but even so was doing very well to still be leading Harvey. Radisich in the second Audi had done similarly well to pass Cleland on that lap. McLean was eighth, but already a whopping 38 secs behind the leader.

Gravett had slipped to ninth, while the top ten rounded out by the most enthusiastic Peter Hills. A stalwart of super touring virtually right from the start, he had attracted a lot of criticism for the antics of his team in the 1997 race, but had responded by launching an even more ambitious three-car attack on the 1998 race. The trio of Mondeos had not been without their problems during the week, but his own car had run consistently well.

On lap 15 the racing got a bit more willing, when Harvey adventurously went through the kink into the Chase on the outside of McConville. The resultant disruption allowed both Radisich and Cleland to pass the Volvo, a poor reward for such a brave move.

After that excitement, the front runners settled back into their routine until lap 20, when they lost Gravett, who headed for the pits with a vibration which turned out to be a failed driveshaft. It was many, many years since all the top cars reached lap 20 of a Great Race before their first pitstop. With more preparation before they even left England, and a much more measured approach to the race itself, the lessons from 1997 had been well learned by the visiting factory efforts. It seemed unthinkable that they would go home as empty-handed as they had the previous year.

When Gravett stopped, there was still just under two secs between the leaders, with Ingall now 12 secs behind the Volvo, and an identical margin ahead of McConville. Radisich, Cleland and Harvey were fairly static, while McLean in eighth had now dropped to 63 secs behind the Nissan.

The scheduled stops commenced on lap 31, when Ingall abandoned the fight with his front tyres to hand over to Murphy, who promptly stalled on the way out. But Murphy's problems in leaving the pits were nothing compared to what awaited Derek Warwick when he took over the other Vectra from John Cleland two laps later.

When the Englishman left the pit bay, the fuel hose and vent bottle were still in place in the boot of the car. The spilt petrol quickly ignited along a trail fading back to the car, which had stopped when the crisis became apparent. Cleland raced after it to release the equipment, while other crew members, including Ingall, grabbed the fire extinguishers. The fire was quickly doused, but several men were hurt in the fracas.

The balance of the first round of stops went smoothly. It was noteworthy that the Audis only got to laps 34 (Radisich) and 37 (McConville). With the Nissan doing 35 laps, and the Volvos 36 and 37, it seemed that this time the four-wheel drives would not enjoy the range advantage that had served them well in 1997. Indeed, the BMW was the last of the frontrunners to stop, on lap 39, although with McLean mostly lapping in the 2:22 area, it was by now apparent that the only hope for the Greenfield Mowers entry was massive attrition of the faster cars. In fact, the BMW would go a lap down on lap 47.

Back at the front, the fight was fierce, as Rydell keenly strove to keep Neal behind him for several laps after the pit stops. Initially, Neal was probing with intent behind the Volvo, but on lap 41 the Englishman took a deep breath to get up alongside Rydell. The two cars ran side by side through the inhospitable country from Griffin's up through The Cutting to Reid Park, before Neal finally out-braked the Swede at the rather safer haven of Murray's Corner at the end of that lap.

Murphy had marched the Vectra right up behind the leaders as they generally got in each other's way during these laps, but as Neal slightly consolidated his lead, so too did Murphy fall away. Jones was more than 20 secs behind in fourth, ahead of Warwick, Morris and Nilsson.

The safety car had its first run for the day when Neal was on lap 53, after Malcolm Udy put his Peugeot 405 into the Forrest's Elbow wall. A difference of opinion on tactics immediately emerged amongst the quick men, as the Nissan, Volvos and Audis all came into the pits, while the two Vectras did not.

In fact, there was even something of a difference of opinion within the mind of Matt Neal, who went to drive past the pit entrance but then dived for it when he realized Rydell





was going in, and then had to follow the Volvo into pit road. This was the incident which led to a protest by Team Dynamics after the race, the allegation being that Rydell had passed Neal under the safety car. Given the circumstances, the protest was quite properly rejected.

Murphy now led from Warwick, although the plight of the Vectras' tactical position was all too clear when both Rydell and Neal stormed past Warwick on the first resumed lap of racing, 58, to take up position just five secs behind Murphy - but with a pit stop in hand. The Volvo and Nissan could get home on two more stops; the Vectras would need three.

Murphy responded magnificently to this dilemma, lapping in the nineteens, and maintaining that five second gap right through to the end of his stint on lap 70. Rydell hung on well in second, even extending the gap over Neal to a massive 4.5 secs - the furthest apart the two cars had been all day apart from the two laps when the Nissan had pitted and the Volvo had not yet done so.

Warwick continued to run in fourth until his pit stop on lap 64 dropped him behind both Audis. At this stage, Jones was just 19 secs behind Murphy while Morris in the second A4 was some 30 secs behind Jones. The BMW renegade had had the unusual and unwanted distinction of losing time behind the safety car when he was trapped behind a Corolla which could not keep up with the queue!

When Murphy transferred from the lead to the pits on lap 70, Rydell celebrated by immediately piling another 2.4 secs onto his margin over Neal. The Swede soon had the gap out to nearly eight seconds, though most of this evaporated when the safety car came back out on lap 77 to fetch Murray Cleland's gearbox-afflicted BMW, which was parked off the road at Caltex Chase.

Three of the leading cars headed for the pits under this safety car: one for tactical reasons, one because it was at the end of its range, and one for an unscheduled stop.

The tactical stopper was Nilsson, who had contributed a disappointing stint to the fortunes of the second Volvo, and who handed it back to Harvey a lap down. The scheduled pitter was Scott, who had run 38 laps in this stint, and who went back out for more. The unplanned visitor was Cleland, whose wheel hub had failed, necessitating a new hub, upright and brake disc to be fitted.

When racing resumed at the start of lap 82, with half the race gone, the first five cars were covered by eleven seconds: Rydell led from Neal, Jones, Morris and Ingall. Five

cars and four marques still had realistic prospects of victory.

Within minutes, there were only three cars in it. Ian Spurle lost control of his Nissan Sentra, adopting the classic head-on charge into the inside wall at McPhillamy which, over the years, had been the fate of many more illustrious and experienced drivers than the Kiwi. All of those drivers had found that a high-speed frontal attack on a concrete wall tends to produce a very damaged motor car - but none of those accidents wreaked anywhere near the havoc which now unfolded.

As Spurle limped down the hill, he left a detached driveshaft right on line. A few seconds later, Jones, Morris, Ingall and Harvey bore down on it, virtually nose to tail. Jones sidestepped around it at the last moment, but Morris, completely unsuspected, rode right over it, tearing a hole in the sump. This released a treacherous supply of oil as the A4 headed through the Esses, dooming both Ingall and Harvey to wild rides over the sand trap followed by heavy contact with the outside wall. Shortly afterwards, Wayne Wakefield crashed his Carina trying to thread his way past the wrecks. Morris made it back to the pits, but no further.

To lose three works cars in such an incident, when their preparation and reliability had been so exemplary this time, was appalling luck for the category. But Super Touring again showed its resilience, the three remaining contenders proving more than capable of sustaining their battle right to the flag.

Indeed, it was by now becoming apparent that the Volvo and the Nissan - which had been less than eight seconds from each other throughout the first half of the event - were two of the closest-matched frontrunners in the history of the race, even more so than the Castrol and Winfield Commodores had been in 1993. And it was now the Nissan's turn to take the lead, its crew managing a quicker stop than TWR as they both pitted under the safety car.

Steven was therefore back in the lead from Jim, who found himself under fire from McConville when the green flags waved. But the Volvo saw off that challenge, carried Jim up to his son's rear wing, and then propelled the five times winner back into the top spot at Griffin's on lap 94. He built a lead relatively quickly - up to six secs by lap 98 - but by the time lap 100 came around, the S40 had just 3.5 secs over the Primera, with the Audi only four secs further back.

All eyes were on the torrid duel at the head of the field. Steven Richards gradually whittled away his father's lead, until on lap 119 he swept past on the run into Griffin's. The





Nissan proceeded to build a small gap as the Volvo again pursued its curious habit of slowing slightly towards the end of each stint. Son led father by two seconds as they both headed into the pits on lap 124 for their last stops.

This time, TWR managed the better stop, helped by the Nissan's window net briefly snagging, enabling Rydell to hit the track with a comfortable lead over Neal. The Swede proceeded to reinforce the advantage given to him by his crew, dropping straight onto lap times in the 2:18 area, which was sufficient to pull him away from the Nissan quite convincingly. By lap 129, the lead was 8.0 secs, then 12.4 on lap 132 and 15.2 on lap 135. As the lead stretched into previously uncharted territory, it seemed that the perfect equilibrium between the two cars had finally been disturbed, that the Volvo crew had kept something in reserve for the run home.

Behind them - then ahead of them for three laps when the two leaders pitted - McConville gradually slipped back before handing the A4 to Jones on lap 127. The boss settled down to 2.20 lap times, his only hope now being that the two sprinters in front might just be marginal on fuel if they pushed each other hard all the way to the flag. But as Rydell stretched his lead out to that 15 seconds in the first 11 laps of the final stint, it hardly looked like Neal would get close enough to upset the Swede's rhythm or plans.

Crucially, the safety car intervened on laps 136 and 141. For the former, Paula Elstrek had bogged one of Peter Hills' Mondeos at McPhillamy after a tyre failure. For the latter - after the field had done just one lap at racing speed - Maurice O'Reilly had been pushed into a vulnerable position in the Chase.

Battle was rejoined on lap 145. Initially, it seemed that Rydell had managed to recapture the advantage which had enabled him to move so swiftly away from the Nissan at the start of the stint - the lead grew from 0.86 sec on lap 145 to 2.38 sec on lap 148 - notwithstanding that Neal had set his fastest lap of the race, 2:18.46, on lap 146. But Neal was far from discouraged. The two cars seemed destined to be drawn together, as they had been all day, and suddenly, on lap 150, the gap was less than half a second.

It was Rydell's turn to feel the heat. But like Neal a few minutes before, he also declined to be intimidated by the pressure. He produced a 2:17.95 on lap 153, the only lap all day under 2:18. The lead swung out to three seconds, but Neal still had enough fight left in him to get it

back under one second on lap 158.

A knife-edge finish looked likely, but on lap 160, Neal was baulked by O'Reilly in The Dipper. Rydell eased away just slightly, and the margin at the flag was just 1.997 sec.

In the run home over those last 17 laps, Neal had never got quite close enough to make a move, but had prowled around brilliantly behind the Swedish car, maintaining relentless pressure, searching for a mistake. Rydell for his part had hung on grimly, driving beautifully, fighting to keep in check the S40's rather inconvenient habit of losing speed at the end of a stint. It was the first ever win for Volvo at the Great Race.

In the end, it was the closest genuine finish in the history of the race to that point (remembering that the famous Moffat-Bond 1-2 in 1977 was staged that way). Even more significant, on 138 of the 161 laps, the gap between the two cars had been less than five seconds. It was one of the most intense, sustained contests one could ever hope to see in an endurance race.



The Brad Jones Audi was third, 25 secs behind the Volvo, but nearly two laps up on the BMW. The surviving Vectra was fifth, while Hills in the best of the Fords was a jubilant sixth. The Searle brothers finally beat Wilson/Forbes to the line for seventh by just 10 secs.

It had been a truly gripping encounter - for those prepared to acknowledge it. There was only a dismal crowd at the circuit, and television ratings were also very poor. When



added to the disappointing entry, there was no doubt that the category had failed markedly to capitalise on the golden opportunity handed to it the previous year. Wider public and manufacturer support seemed more elusive than ever.

There was real irony here. As with the 1997 version, the 1998 Great Race for 2-litre cars had been one of the very best in a long line. But it had still not been good enough. V8 Supercars would take over and it would be the last Bathurst Great Race for the 2.0-litre European cars. And hence the last ever Bathurst 1000 for VW-Audi.

Special Tools.

Whilst walking around the Bathurst swap meet years ago, I was standing, looking at someone's swap site, when the guy asked me what might I be looking for?

Volkswagen stuff, I explained.

Nothing Volkswagen, he said.

But then - Oh, hang on, I have a whole lot of Volkswagen tools at home...

Kevin explained to me that he worked at Parkes Toyota and was told to dump all the old unwanted Volkswagen tools to the tip.

Parkes Toyota took over the Volkswagen dealer in Parkes, which used to be R.R. Nock Pty Ltd at 25 Church St. They were a VW dealer from 1955 until 1974.

Kevin didn't take them to the tip but took them home put them in his pig pen.

He told me he wanted \$30 for them, basically the price of a case of beer at the time.

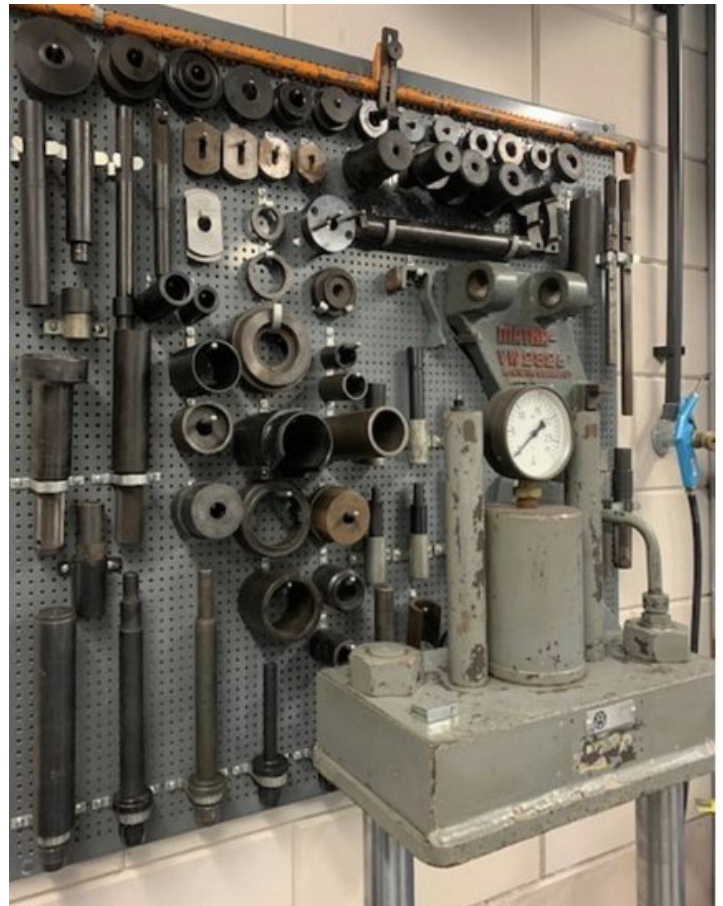
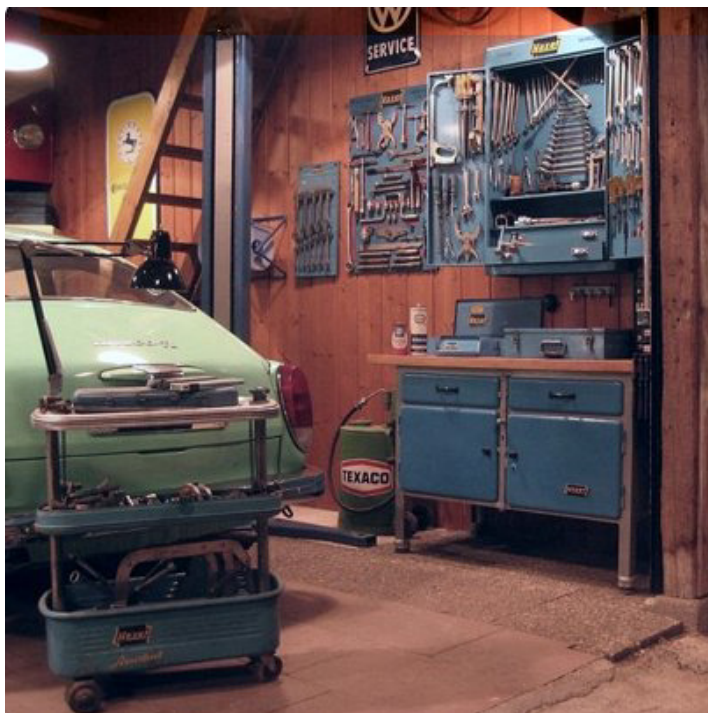
So the next weekend I went out to Cookamidgera, near Parkes.

In Kevin's pig shed was indeed a 44 gallon drum full of Volkswagen Matra special tools.

I gave him \$50, because I'm the last of the big spenders and loaded them up.

I didn't release it at the time, that this was a once in a lifetime tool bargain.

Some of those tools are so handy and worth their



weight in gold to me.

It would have been such a shame if Kevin had done what his boss had told him.

As a Volkswagen dealership you are forced to use their entire system, you can't just sell their cars and not back it up without the proper service and spares.

This has always been the case, and dealerships have to have all of the special tools.

Some of these tools never get used but they are forced to buy them, just in case. There were dozens of special tools to rebuild and service the VW gearbox, for example, but most dealers didn't rebuild gearboxes. Most of the smaller VW dealers just fitted exchange gearboxes, or contracted the rebuild out to a large dealer.

As years go by, the tools become obsolete and dealerships don't need them anymore, but they become valuable to enthusiasts.

I wonder what special tools VW dealers use today to service modern Golfs, Polos, Passats and Tiguan. It's possibly worth asking dealers to sell you their obsolete tools.

I can't speak for women, but blokes can never have too many tools, it makes us feel capable of tackling almost anything.

Keep an eye out for these special tools.

I know for a fact that Club VeeDub Sydney has a good collection of general Volkswagen tools, and members can borrow them for free as long as they return them. Bob Hickman is the Tool Librarian and has them in his shed. I hope one day he will do a tool stocktake and we can get a list published in the magazine of what we have.

Ashley Day.

Jeff's Facebook finds.

10/11/21, 7:39 AM



Rolling Art

VW Coccinelle Kohlruss 1942

Join Group

**MY WIFE SAID I SHOULD BUY
HER A CUTE VW KOMBI.**



OK. SHE'LL LOVE THIS ONE!

Jan 8, 2022, 12:30 PM

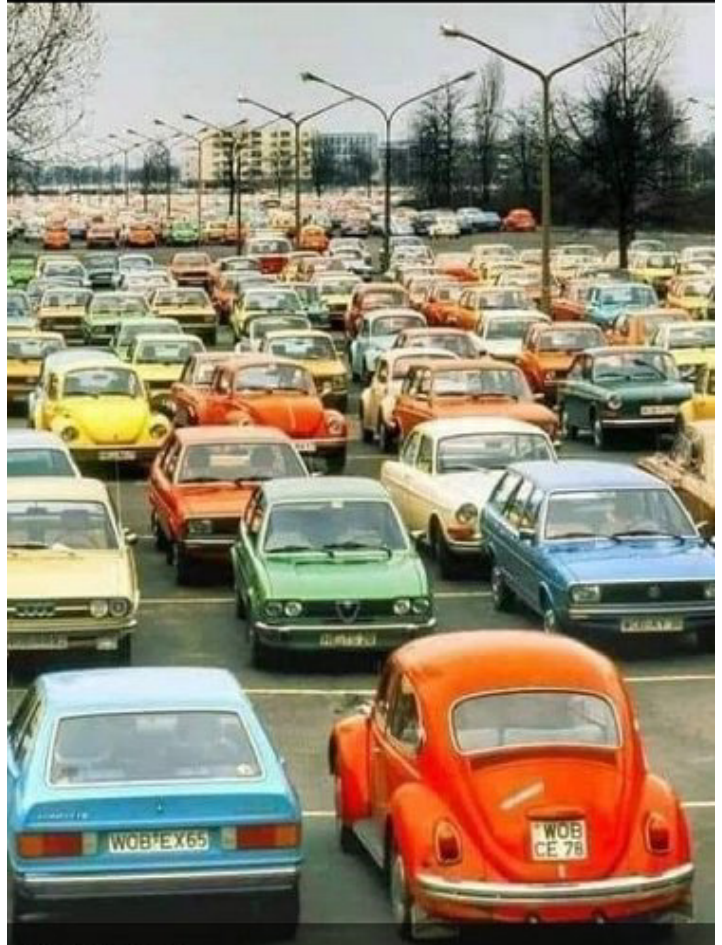


Vintage Volkswagen Buses and Bugs 🙌

Join Group

10:02

Vo 4G LTE



Frank de Regt
The colourful '70s 🥰

4 HOURS AGO

Night and Day Service 7 days a week...



The huge fleet of H. G. Palmer service vans is a familiar sight throughout Australia. These vehicles patrol 7 days and nights each week. Christmas Day and Good Friday are the only days and nights that H. G. Palmer's service is not available. Life-time service is available on all goods sold by the company.

OVER 500 TECHNICIANS TRAINED

Technicians attend a free course of instruction before they are permitted to handle TV service in the field.

This training is free and pupils receive a full salary for the period of the course.

Before television was introduced in Australia, H. G. Palmer's had established a training school for technicians. Many of the present technical staff were radio

and radar personnel in the Navy, Army and Air Force. Students receive a complete theory and practical course and pass an examination before graduation. The National Service Manager, Mr. P. G. Howard, said that he had studied service operations in many countries through-

out the world. "The qualified Australian tradesmen are more efficient and have a greater sense of responsibility than those in any country I have visited," he said. "I am confident my company is better equipped to handle service than any in Europe and America."

Service is 'best in the world'

An American trade magazine with a two-million circulation claims H. G. Palmer's service is better than any in the US.

"To our knowledge it is the best service in the world," the magazine adds.

Two-way radio controlled vans provide night and day service seven days a week.

The service is available on all television, radio, washing machines, refrigerators and radiograms.

Although service on other goods is restricted to articles actually purchased from H. G. Palmer's, the company has made its TV service contract available to everyone.

Regardless of the origin of the purchase, an H. G.

Palmer's TV service contract can be obtained to provide 7-day-a-week service on all models.

The company claims their TV service contract costs less than any other complete TV service policy in Australia.

The huge H. G. Palmer industry directly employs over 2750 people throughout Australia.

These people are employed in servicing, retailing, distribution and time payment facilities.

An additional 1000 people are employed in the production of goods sold under the company's name.



• Section of H. G. Palmer's fleet of over 400 VW Patrol Vans.



Just wait a second - so what you're telling me is that my chance of surviving all this, is directly linked to the Common Sense of others?



The late news.

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

The Russian president, Mr Vladimir Putin, was examined by doctors today as part of his normal annual fitness assessment. Part of the procedure involved a brain scan, but doctors didn't find anything.

Security was beefed up at the Reserve Bank in Martin Place today. Police doubled the guard, checked the main vault doors and re-coded the burglar alarm system after someone discovered that the spare key was missing from under the doormat.

Off the coast of Port Kembla today a 1-kilometre oil slick merged with dozens of barrels of vinegar that had fallen from a ship. Wollongong beaches were later covered in French Dressing.

A man who pushed Malcolm Turnbull into the crocodile pool at Taronga Zoo last week, has been prosecuted - by the RSPCA.

At the Sydney Convention Centre last night a large gathering of the Reincarnation Society was hailed as a great success. It was such a success that they agreed to meet there again in 200 years' time.

Australian film star and heart throb Chris Hemsworth announced today that he had got his penis in the Guinness Book of Records. However, the sales lady in Dymocks had to ask him to remove it.

The eminent tree surgeon, 91-year old Sir Matthew Pomeroy, is to retire. He told reporters he is getting too old for his work - last week he fell off one of his patients.

The Minister for Roads has apologised to drivers in western Sydney, saying that due to repairs, all detours in the region are closed. Motorists will have to use the alternative route - the M4 Motorway.

At the World Sex Championships in Holland this week, the German couple, Ralf and Anna Schulz, retired. They were easily beaten by the Australian couple, Gary and Charlene Watson, who managed to retire five times.

It was reported today that Ugandan president General Idi Amin has purchased 26 DVD episodes of the BBC TV programme 'Pot Black.' He thought it was a cooking show.

A world record attempt in Canberra, involving the largest ever origami boat made from one sheet of the finest orange A5 paper containing the world's biggest collection of different rice grains and the greatest number of breadcrumbs ever squashed into one matchbox, sailing on Lake Burley Griffin using the largest mast ever made from plastic McDonalds drinking straws and serviettes, designed by the tallest one-legged bald man to ever live in Belconnen, was sunk today - by the third-largest brick ever thrown from the Kings Avenue Bridge.

A cello player for the Sydney Symphony Orchestra was stood down today, after organisers discovered he had eaten three radishes, a raw cabbage and two tins of baked beans for lunch. He will be moved to the wind section.

The SBS TV broadcasting channel will this week release a new series, dealing with the problems of the over-sexed. This programme will be broadcast 35 times a week. I will probably watch it three or four times myself.

A Pharmacologist working for the Federal Department of Health made a remarkable breakthrough in medicine today, when he mixed a packet of Panadol with a tube of super glue and discovered a cure for the splitting headache.

At the world plumbing championships in Oslo this week, the Dutch entry was flooded, and the Icelandic entry froze. The American entry leaked after trying to mix imperial and metric parts. The Chinese entry was disqualified for blocking, especially the one from Australia. The British entry said it would be around two weeks from next Tuesday.

Sport. The NRL have begun a recruiting campaign, looking for young players with courage, skills and dedication. Some applicants have shown interest but admitted they don't know the rules of rugby league. "That's OK," said NRL boss Peter V'landys. "We're looking for referees as well."

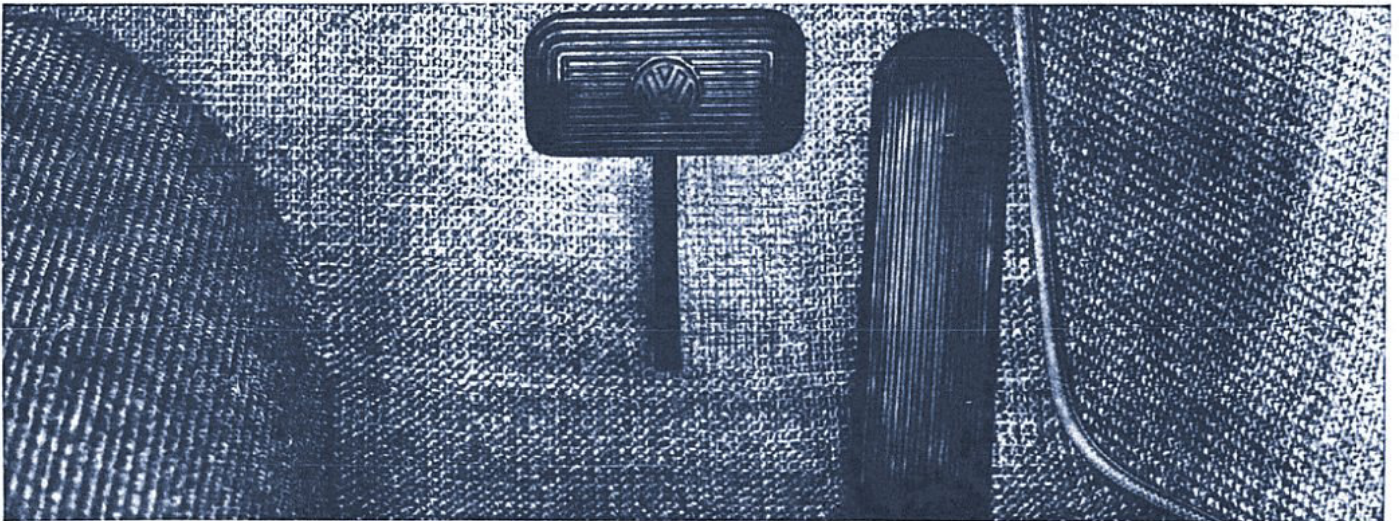
And so it's goodnight from me, and it's goodnight from him.

RUGBY LEAGUE FOOTBALL
2 p.m. to 5 p.m.
EVERY SATURDAY
● A full and **UNINTERRUPTED** description of the Rugby League from Sydney Cricket Ground ...
★ by **FRANK HYDE**
EX INTERNATIONAL STAR
★ and **JACK COYNE**
FORMER FIRST GRADER
2SM
You'll enjoy the thrills of the
'MATCH OF THE DAY'
on the Family Station

It's here!

Volkswagen's revolutionary 1500 automatic stick-shift.

(Join the revolution)

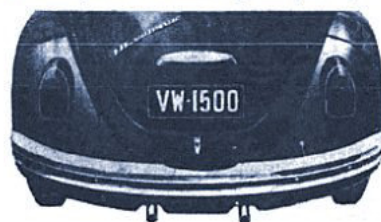


No clutch.
No gear stick.

The automatic stick-shift
is a big change in a
revolutionary year of changes.

A new 1500 cc. engine is the
power behind the '68 revolution.

It's pushy and purposeful.
When you meet a mountain it
isn't a protest meeting.
When you want to pass you pass.



New disc brakes keep the
revolution under control.

And there's a safety
dual brake system,
too. Put your foot
down and the
revolution stops.
See your VW
dealer and test drive this new
international Volkswagen (as sold
today in 136 countries). Check the
improvements. We counted to 54
before we gave up counting.



The '68 revolution is here. Join it.

VW NATIONALS Sponsors 2022.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2022 possible. Please support them, because they support us.

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Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
Volkwerke	VIC (03) 9840 6449
VW Fire Pits	0412 499 813
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular Macksville	0427 695 203
Warby's VW Stickers	0423 113 654
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