

# Zeitschrift



Uch in his semi-automatic rally Beetle.

## September 2022

### IN THIS ISSUE:

Denlo Cars and Coffee

Shannons Eastern Creek

Uch's Semi-Auto Adventures

More Ash articles

East Hills Car Show

Porsche B32

Rod's Smart Volks Works

Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2022-23.

<b>President:</b>	Lee Woods president@clubvw.org.au	0414 952 509
<b>Vice President:</b>	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
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<b>Book and DVD Librarian:</b>	Carl Moll library@clubvw.org.au	0417 471 137
<b>Tool Librarian:</b>	Bob Hickman hicko@inet.net.au	(02) 4655 5566
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<b>VW Nationals Committee:</b>	David Birchall Steve Carter Zelko Jurkovic	(02) 9534 4825 Sandy Benic Eddie Flieta
<b>Trophy Artiste:</b>	Lee Woods	
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>	Craig Adams Eddie Fleita	Steve Carter John Ladomatos
<b>General Committee:</b>	Sandy Benic Stewart Burke Craig Adams	Zelko Jurkovic Oscar Daines
<b>Canberra Committee.</b>		
<b>President:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Secretary:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

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



## Our magazine.

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

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

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

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

## We thank our VW Nationals sponsors:

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Black Needle Motor Trimming	VW Magazine Australia

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German Performance Garage	VW Spectacular
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Mountain Mechanics	

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.*

## ACT German Auto Day



### Saturday Cruise and Dinner – 24 Sep 22



Please join us Saturday 24 September for an afternoon cruise of Canberra, where some of the local club members will guide you on a scenic drive to some of our lookouts, passing a number of attractions of the nation's capital.

We will **meet at Old Parliament House at 1430**, where we will discuss the route and break into small groups, led by a club member to avoid anyone getting lost. We will all travel the same route to a couple of the high vantage points around the Capital to give an overall view of Canberra and to point out the attractions you may wish to visit or put on your list for the next trip to Canberra.

From our final destination, everyone can adjourn to their accommodation before meeting up at the **Royal Hotel, Queanbeyan for dinner at 1830**. This will be a casual affair with no formalities – just good company and the chance to talk about VWs.

Please **RSVP to [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) by 14 Sep 22**, as the dinner venue requires numbers.

Of note, the annual flower show, Floriade, will also be in full bloom (get it?) at Commonwealth Park and it is well worth seeing. Maybe a visit there before meeting up for the cruise???





# GERMAN AUTO DAY

**SUNDAY** | **10AM-3PM**  
**25 SEPT** | **QUEANBEYAN PARK**



**Porsche Club**  
Canberra





Mercedes-Benz Club of NSW Presents:

# SYDNEY GERMAN AUTOFEST 2022

Car Show & Family Picnic

**SUNDAY 30th OCTOBER 2022**

Gough Whitlam Park, Bayview Ave, Earlwood

Cars in place 9.00AM for 9.30AM | \$20 p/car entry fee

Event Directors: Greg Vains 0408 531 884, Peter Arnold 0413 995 295

[www.sydneygermanauto-fest.com.au](http://www.sydneygermanauto-fest.com.au)

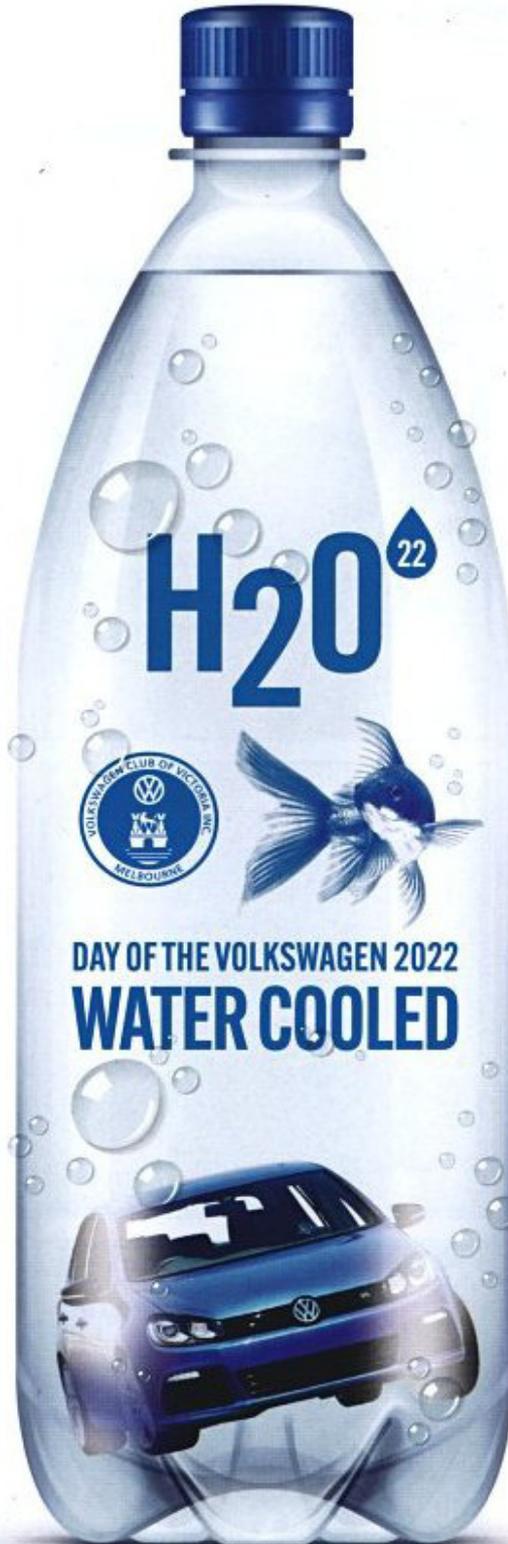
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# Von der Frau Präsidentin.

Schönen Tag,

What a huge month of events August was!!! We had the Denlo's Cars and Coffee Event at Parramatta that had a great turn out of cars new and old. Next up we had the Shannon's Classic at Eastern Creek with a great showing of Club VeeDub members attending. The East Hills Charity car show at Kelso Oval FINALLY got to go ahead after almost 2 years of postponing! Reports and photos in this issue. The month was wrapped up with the Winter European Cruise to Mount Wilson!

September is shaping up to be a busy month also, with 2 major events on, Berry Blast from the Past on September 4<sup>th</sup> and the Canberra German Auto Day on September 25<sup>th</sup> (the best date in September if you ask me 🙄)

There were a few points discussed at last month's general meeting (held the third Thursday of every month at the Strathfield Golf Club) that you should all be aware of. We are discussing reviewing the price of membership for those who are registering JUST for historic rego, and are non-active members of the club. This will assist in cover the cost of return posting etc. Don't forget, these forms can be signed off at the meeting every month and can be completed 8 weeks prior to your registration being due.

We are also offering a refund of the cost of Club VeeDub Members Social membership to Strathfield golf club. You can download a membership form here <https://www.strathfieldgolf.com.au/cms/membership/social/> then bring your card to the meeting and we will reimburse you (up to \$20 – 3 year membership). Strathfield Golf club have been great supporters of our Club, and in turn we would like to support them!

We will also be looking for some feedback from our members regarding the 2023 VW Nationals. It was discussed that for next year a cruise may be in place of a race day with a nice lunch stop. We are planning on setting up a Survey Monkey to gather feedback, so watch your email in-box. If you have ideas or would like to be involved, please let me know!

Well, that's it for this month! Take Care and Happy Dubbing!

Lee Woods



# Kanberra Kapitel report.

Greetings all.

Let me start by welcoming the new Sydney President Leanne to the chair. I look forward to working with you. Also want to take a moment to thank Steve for his amazing work over the last few years.

It continues to be business as usual here in Canberra. We're rolling on with German Auto Day 2022 preparation.

Once again, Willie and Cookie have been doing a lot of the groundwork for the club as I've been caught up with work – thank you both.

German Auto Day 2022 has now been expanded to a two-day event on the weekend of the 24/25 September 2022. We are starting off on Saturday, 24 September 2022 with a cruise around Canberra, departing from the front of Old Parliament House at 2:30pm. There is no need to RSVP for the cruise just show up.

Following the cruise, we're planning a casual dinner at the Royal Hotel in Queanbeyan from 6:30pm/7pm. If you are interested in attending, please RSVP to [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) by Wednesday, 14 September 2022.

On Sunday, 25 September 2022 – German Auto Day 2022 kicks off at Queanbeyan Town Park (Brad Haddin Oval). Gates open for vehicle entries at 8:30am. Public entry is from 10am to 3pm.

To pre-register your VW vehicle please head to the Club VeeDub Canberra Chapter registration page - <https://www.eventcreate.com/e/club-veedub-canberra-chapte> (you can also register on the site and pay via direct debit). Yes, there is no 'r' at the end.

Ensure your membership is current. Club members are \$10 per vehicle entry and non-club members are \$15 per vehicle entry.

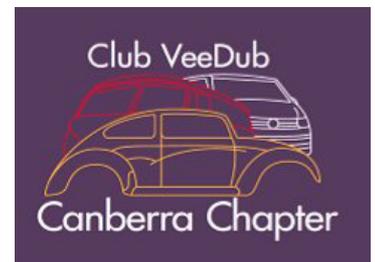
Entry to the venue for ALL GAD vehicles is from Lowe Street, Queanbeyan. Vehicles will proceed down Lowe Street and turn left on to Campbell Street. Please don't forget to bring a drip tray.

There is more information on the EventCreate website or on our Canberra Chapter Facebook page.

We look forward to seeing you there!!

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

## September.

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

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

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

**Thursday 15th:- CLUB VW MONTHLY MEETING** at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Saturday 24th:- Canberra GAD Cruise and Dinner.** Meet at Old Parliament House at 14:30 for the cruise. Meet at the Royal Hotel Queanbeyan at 18:30 for dinner. Please RSVP to [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) by 14 Sep 22, as the dinner venue requires numbers.

**Sunday 25th:- Canberra German Auto Day 2022** at Queanbeyan Park, Queanbeyan. 8:30am to 3:00pm. \$10 for members per vehicle entered, \$15 for non members per vehicle, gold coin donation for spectators. The ACT's premier classic car event, featuring some great machinery from all German makes - Auto Union to Volkswagen and everything between! There will be plenty to do and see for the whole family - Food, coffee and activities to keep the kids entertained. This event is being hosted by the Mercedes car Club ACT. Canberra members are encouraged to pre-enter - see the Canberra Chapter Facebook page.

## 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.

**Sunday 20th:- Melbourne Day of the VW**, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet,

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and more. Swappers and traders enter at 8am, public entry 9am, show entries close 11am. No dogs or BBQs permitted on the grounds. For more info contact the VW Club of Victoria – [www.vwclub.com.au](http://www.vwclub.com.au)

## December.

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

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

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

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start. This meeting will also be the **Club Veedub CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) for your entry and drink coupons - if everyone BRINGS a present, then everyone GETS a present. Free nibbly and fantastic hot finger food provided. Ho ho ho!

## January 2023.

**Tuesday 3rd:- Canberra General Meeting** at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

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

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

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

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

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

## New ads.

**Wanted:-** I am missing three issues of Zeitschrift. Does anyone have copies of these issues that they could donate or sell to me? I am looking for **July 2013, September 2014 and December 2014**. If you can help, contact David Birchall on 0415 957030 or email [david@clubvw.org.au](mailto:david@clubvw.org.au)

**For Sale:-** Hello, I am wanting to sell my gorgeous **1965 Split screen Kombi**. Do you advertise in your magazine?? For all information contact Simone on 0477 008866 or email [hurs2148@outlook.com](mailto:hurs2148@outlook.com)



**For Sale:- 1967 VW 1300** (12 Volt Conversion), I parked it in the garage under a leaky roof 24 years ago. We purchased the car for our then 3 year old "Herbie Fan." The car is located at Fairfield East 2165 NSW It has not been started since and would be suitable for restoration project only. Help, I have no idea what it is worth. Please contact Raymond Heilman on 0408 610545 or email [raymondsbox@hotmail.com](mailto:raymondsbox@hotmail.com)



**Next Club Meeting:**  
**Thursday**  
**15th Sept.**  
**8:00pm**  
**Strathfield Golf Club.**

## 2nd Month 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.



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](mailto:nic.seton@gmail.com)



**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](mailto: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

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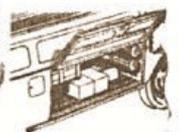
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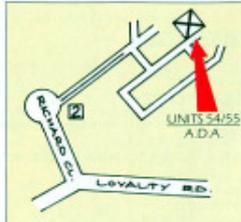
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### AUSTRALIAN V DUB PERFORMANCE Centre

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

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

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

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

Fax: (03) 9761-6216

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



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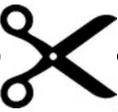
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#### 2022 Tiguan Allspace Australian pricing:

Tiguan Allspace 110TSI Life - \$44,590  
Tiguan Allspace 132TSI Life - \$48,590  
Tiguan Allspace 162TSI Adventure - \$51,990 (new)  
Tiguan Allspace 162TSI Elegance - \$56,990  
Tiguan Allspace 147TDI Elegance - \$58,490  
Tiguan Allspace 162TSI R-Line - \$60,190  
Tiguan Allspace 147TDI R-Line - \$61,690

## Australian VW stock levels.

## Tiguan Allspace Adventure.

The facelifted 2022 Volkswagen Tiguan Allspace range will be available with a new Adventure special edition, designed to balance on-road dynamics and rough-road capability.

Due this month from \$51,990 plus on-road costs, the Tiguan Allspace Adventure gains a number of features aimed at camping or light off-roading - led by the deletion of the third row, increasing boot space to 760 litres (up 60 L), the highest of any Tiguan ever offered.

Volkswagen Australia has added an upgraded battery and 180-amp alternator to accommodate "the use of camping accessories for a longer period of time" - both seemingly borrowed from versions of the Tiguan sold to police and ambulance services in Australia and Europe.

The Adventure swaps the 18 to 20-inch wheels of standard grades for 17-inch alloys, and also gains heated front seats, an underbody guard, tinted windows, 'progressive' steering and a sports suspension tune.

Powering the Adventure model is the Tiguan Allspace's flagship 162 kW/350 Nm 2.0-litre turbocharged four-cylinder petrol engine, mated to a seven-speed dual-clutch automatic transmission and all-wheel drive.

The Adventure is the cheapest ticket into a 162TSI Tiguan, and is \$5000 cheaper than an Allspace 162TSI Elegance - albeit the expense of fewer standard features, including a larger 23.4-cm touchscreen, matrix LED headlights, ventilated seats or adaptive suspension.

Tiguan Allspace Adventure buyers can choose from one of three accessory packages at no additional cost, which add features such as snow chains, all-weather floor mats, sun blinds or boot liners.

These packs are detailed at the bottom of this story, along with a full standard feature list. Metallic paint is the only optional extra, costing \$900.

"With the largest boot volume ever offered on a Tiguan, among the most power in the segment plus tough underbody changes, the Allspace Adventure caters to on and off road thrill seekers," said Brand Director of Volkswagen Passenger Vehicles, Michal Szaniecki.

The 2022 Volkswagen Tiguan Allspace Adventure can be inspected in Volkswagen showrooms now, following the standard Tiguan Allspace range that arrived in June.

Volkswagen Australia has revealed which of its cars currently have the highest levels of stock in the country, after announcing a cutting a number of features across its model range in an effort to trim customer wait times amid parts shortages.

Volkswagen buyers looking for cars they can drive off the lot in the near future should look to the T-Cross city SUV, the facelifted T-Roc small SUV, the Touareg large SUV, the facelifted version of the seven-seat Tiguan Allspace and the entry-level grade of the Polo city hatch.

"The T-Cross is on the ground right now, and the T-Roc facelift doesn't launch until August but it's being built in good numbers so we're expecting come August we will have decent numbers of that," Michelle Rowney, Volkswagen Australia's Head of Product, told journalists recently.

"The Touareg too, we were able to secure extra production of 1000 units, and the Polo has decent stock in the [base-spec] Life model."

The 2022 Tiguan Allspace - which has received a mid-life facelift in line with its five-seat sibling - is also likely to land with solid availability.

"We've been getting pretty good production [of the Tiguan Allspace] out of Mexico compared to the normal Tiguan," Glenn Reid, Product Manager for Volkswagen Australia, told journalists at the facelifted model's launch.

However, availability is likely to be inconsistent across the range, with entry-level Life models offering more stock than higher - and typically more popular - model grades.

"The Tiguan Allspace has been built in good numbers except for the Elegance and R-Line grades with [the] 162TSI [petrol engine]," Ms Rowney said.

"That's why we did the Adventure model to try and get [more stock of the] 162TSI," Ms Rowney added, referring to





the five-seat special edition of the incoming Tiguan Allspace update with the 162TSI engine, only five seats, smaller wheels and camping-related accessories.

The Allspace Adventure edition - which boasts a 760-litre boot - will land in Volkswagen showrooms in August 2022, following the regular Tiguan Allspace's imminent arrival.

Amid ongoing global semiconductor shortages, Volkswagen has announced it will remove the blind-spot monitoring, proactive occupant protection and rear cross-traffic alert safety features from an array of local model-year 2023 vehicles for a period of six months.

According to VW Australia's General Manager of Corporate Communications, Paul Pottinger, the specification alterations will have a substantial impact on wait times.

"I'd go far as to say that has made the difference between having supply and not having it for some six months," Mr Pottinger said.

Precise waiting periods remain to be seen, with some of the affected, de-specified models - which include the Polo, T-Cross, T-Roc, Tiguan, Passat and Arteon - not yet rolling off the production line.

"We're telling dealers and customers as soon as we know and not waiting until cars start arriving," Michelle Rowney said.

## Golf R 20 Years.

Volkswagen is celebrating the 20th anniversary of its iconic Golf R hot hatch with the 2022 Volkswagen Golf R 20 Years special edition - and it's coming to Australia this year.

Based on the latest Mk 8 Golf R hatch, the 20 Years



edition ushers in a range of exterior and interior enhancements to celebrate the original Mk4 Golf R32 of 2002 - and offers the most powerful iteration of Volkswagen's turbo four-cylinder engine yet.

As first revealed in a Golf's owners manual 18 months ago, outputs from the 2.0-litre 'EA888' engine have been bumped to 245 kW and 420 Nm - 10 kW more than the standard Golf R (with a petrol particulate filter), and VW's most powerful four-cylinder production car.

Drive continues to be sent to all four wheels through a seven-speed dual-clutch automatic transmission as standard, with no six-speed manual available with the special edition - unlike the standard car, which offers three pedals in North America.

No 0-100km/h or top speed figures are claimed - though expect mild improvements on the regular Golf R's (with R Performance pack) 4.7 seconds and 270 km/h.

Volkswagen says a new system that keeps the throttle open and turbocharger spooled on the overrun improves throttle response - joined by a retuned gearbox which delivers a 'sporty shifting jolt' during upshifts in Sport or Sport+ modes.

Australia will receive the same engine tune as the European market, a company spokesperson has confirmed - indicating the inclusion of a petrol particulate filter, which is currently not fitted to our Golf R hatch (and thus develops 'only' 235 kW/400 Nm).

Alongside the engine improvements, an Akrapovic titanium sports exhaust is standard - usually a costly option in Europe, and not offered on any VW product in Australia since 2019's Golf R Special Edition.

The exhaust is backed by a new 'Emotional Start' mode, which revs the engine to 2500 rpm when the vehicles is started to '[heighten] the anticipation of a typical R driving experience.'

Fitted as standard are 19-inch 'Estoril' alloy wheels, finished in gloss black with Lapiz Blue exterior paint, or in a mix of gloss black and blue, when white body paint is selected. Michelin Pilot Sport Cup 2 semi-slick tyres are available as an option in Europe.

Other visual upgrades include blue R badges and mirror caps on white cars (or black if blue paint is optioned), '20' badging on the front door frame, and bespoke puddle light projection with '20 R' branding.

The enlarged rear spoiler standard in Australia is also bundled in with the special edition.

Inside, genuine carbon fibre is used across the dashboard and door cards - said to be a Volkswagen first - while the R logo on the steering wheel is now blue. Nappa leather sports seats are standard, per Australian models.

Order books for the 2022 Volkswagen Golf R 20 Years edition opened in Europe last month, with the vehicle to be available for one year only.

First Australian arrivals are due to commence in the third quarter of 2022 (July to September). Like in Europe, local availability is said to be limited by time, rather than specific production numbers.



by time, rather than a specific production cap - the 245 kW tune for the standard Golf R hatch is expected to remain.

## ID.Aero - the next Passat.

The Volkswagen ID. Aero concept has been revealed, ahead of the production version of the electric sedan's launch due next year.

Sitting atop Volkswagen's range of ID electric cars, the production version of the ID. Aero -

expected to wear the ID.6 or ID.7 moniker - will launch in China in the second half of 2023, with the option of a 'Tourer' wagon to follow this liftback body style later on.

Underpinned by Volkswagen's MEB electric platform, the ID. Aero measures almost five metres long - about 200mm longer than a Passat sedan - with an extended wheelbase to maximise interior space.

Powering the concept is a 77 kWh battery pack, which uses the car's slippery 0.23 drag coefficient for up to 620 km of WLTP-rated driving range - 70 km more than a VW ID.3 hatchback with the same battery.

Whether the production car carries those specifications over remains to be seen; Volkswagen executives have previously quoted up to 700 km of range, with a larger battery pack offering over 82 kWh.

Every new Volkswagen ID model will also offer the option of a dual-motor, all-wheel-drive GTX variant - though it's unclear if the ID.6/ID.7 GTX will offer more power than the ID.4 and ID.5 GTX's 220 kW, to benefit its flagship status.

The new ID. Aero concept is an evolution of 2018's ID. Vizzion and 2019's ID. Space Vizzion concepts, with a sloping 'coupe-inspired' roofline, pronounced rear haunches akin to the ID.4 SUV, matrix LED headlights, and 'honeycomb' LED tail-lights.

While the concept's 22-inch two-tone wheels and touch-sensitive door handles are unlikely to make production unchanged, its air intake designs, key proportions and full-width light signatures each have a fair chance of reaching showrooms.

It's finished in Polar Light Blue Metallic paint - said to "create a golden shimmer effect in appropriate light conditions" - with a high-gloss black contrast roof.

## Golf R power boost.

Meanwhile the regular 2023 Volkswagen Golf R is set for a power hike months after its Australian launch, to coincide with the arrival of the new anniversary special edition.

In time for the Golf R hot hatch's 20th birthday, Volkswagen had revealed a new Golf R 20 Years special edition, which - among other upgrades - brought a 10 kW power boost for its 2.0-litre turbocharged four-cylinder engine, to 245 kW and 420 Nm.

This power bump was initially thought to be exclusive to the limited-time special edition - however VW Australia has now indicated the standard Golf R will also benefit in the coming months, to coincide with the introduction of the 20 Years model.

While it has been confirmed the hatch will receive a power boost, it's unclear if the wagon will follow suit - though given the consistencies between the models, it's likely to be only a matter of time.

For the Australian-market hatch, it's a 10 kW/20 Nm bump - given Golf R hatchbacks currently run behind their European counterparts, and lack a petrol particulate filter.

However, the introduction of the 245 kW/420 Nm tune will seemingly re-align the Australian car with Europe - meaning the addition of a petrol particulate filter is highly likely, with the stipulations around fuel quality it brings.

The Golf R wagon in Australia - due in showrooms within weeks - was only ever planned to be offered with 235 kW/420 Nm and a petrol particulate filter, as it is "producible only with the filtered 420Nm engine."

Volkswagen says Golf R hatchbacks with the 245 kW/420 Nm tune - the most potent ever offered in a Golf - are capable of 0-100 km/h sprint times of 4.6 seconds, one tenth quicker than standard 235 kW/420Nm European models, or two tenths quicker than 235 kW/400 Nm cars.

The effect the uprated engine tune will have on pricing remains to be seen. Volkswagen Australia cut \$1000 from the Golf R's price when the 400 Nm was announced late last year - something that could return, if a petrol particulate filter is added back to the vehicle.

It's also unclear if the Volkswagen Golf R's high-riding sibling, the Tiguan R medium SUV - or the Europe-only Arteon R large sedan and wagon - will follow suit in adopting the 245 kW tune.

While the 20 Years edition will only be available for one year - with the number of cars built to be limited



The production version of the Volkswagen ID. Aero concept will be sold in Europe, North America and China - with the former pair to source vehicles from Emden, Germany, while vehicles for the Chinese market will be built in China by Volkswagen's two joint ventures.

The Volkswagen ID. Aero's production equivalent is set to go in sale in China in the second half of 2023, with the European model to go into production before the end of the year, ahead of first deliveries likely by early 2024. It may come to Australia in 2025 or 2026.

## GTX electrics.

All new Volkswagen ID electric vehicles will offer GTX performance variants - including the ID. Buzz people mover, the modern interpretation of the iconic 1960s Microbus.



Detailed in a press release late last week, the GTX brand - which signifies Volkswagen's new moniker for sporty electric vehicles, near GTI, but below R - should endow the ID. Buzz with dual-motor all-wheel drive.

Specifications have yet to be confirmed, however Autocar reports the performance ID. Buzz will share its running gear with the current ID.4 GTX and ID.5 GTX SUVs, offering dual electric motors good for 220 kW and 460 Nm.

While the ID.4 GTX can do 0-100 km/h in 6.2 seconds, the ID. Buzz's less aerodynamic body is likely to push the benchmark acceleration time closer to seven seconds - unless it is bestowed with more power and torque.

For comparison, the standard ID. Buzz is powered by a 150 kW/310 Nm electric motor on the rear axle, good for an unofficial 0-100km/h time of about eight or nine seconds, and a top speed electronically limited to 145 km/h.

Volkswagen has never built an official performance version of one of its people movers, not venturing beyond sports styling and suspension packs paired with standard diesel engines (the legendary Oettinger WBX6 and Porsche B32 6-cylinder T3s were aftermarket developments).

Silke Bagschik, Volkswagen ID head of sales and marketing, said in a statement: "We will continuously expand this [GTX] brand and offer a GTX variant for every ID. model in future - from the ID.3 to the ID. Buzz."

In addition to the ID.3 GTX - due as soon as next year, and previewed by last year's ID.X

concept - the GTX range should expand to the upcoming ID.7 sedan and ID.7 Tourer wagon, VW's electric equivalent to the Passat.

Launch timing for the Volkswagen ID. Buzz GTX is yet to be confirmed, however Autocar reports it could arrive as soon as next year. No Australian plans for GTX models have been revealed as yet.

## Chris Pratt's VW.

Chris Pratt: an all-American, action-movie star worth an estimated \$US80 million, with a list of hobbies that includes fishing, farming and camping.

You'd expect his car collection to contain a combination of luxury SUVs, hardy off-roaders and American muscle cars, right?

While that's not entirely inaccurate - the 43-year old actor's garage contains both a Volvo XC60 and Ford F-150 - his automotive collection also includes an unexpected nod to his humble beginnings in the form of a restored and customised 1965 Volkswagen Beetle with sunroof.

And if you think the bright yellow vintage Beetle is an unlikely ride for a macho movie star, it's backed by a fascinating story of how it came to be in Pratt's possession.

Pratt, who grew up in a caravan, and made money selling coupons as a door-to-door salesman and working at a Bubba Gump prawn restaurant, lived out of a van before he started acting and was, in his own words, "broke broke."

Around 2004, long before his break-out blockbuster role in the Guardians of the Galaxy franchise, the actor actually won the Beetle in a game of Blackjack.

At the time, he estimated the car was worth around \$2500, describing it as a "scrapper."

Although the 1965 US-spec Beetle marked the first of the more 'modern' classic Beetles, featuring a new body shell with bigger windows (Australia didn't get this until 1968); and new seats for more legroom - it still didn't come with dual circuit brakes or 12 volts or rear seatbelts, and a radio was an optional extra.

With very little mechanical knowledge, Pratt set out to restore the car with YouTube videos as his guide - a process that took a total of 12 years and, according to the actor, "many dollars."



Pratt first teased the final result of his efforts in an Instagram post in 2015, sharing a video of himself gleefully driving the Beetle while blasting heavy metal music. The car has a custom metalflake paint job, all new interior, '60 tail-lights, lowered suspension with 18" chrome wheels and a 2180cc engine.

"So excited to have my Volkswagen out and on the road. Been working on this car for 10 years. It's been a real labour of love," Pratt captioned the clip.

A few months later, he shared a full reveal of the car to Instagram, saying that restoring it had taken "a lot of trial and error."

"Started with a \$2500 scrapper that I won playing blackjack. Cut to 12 years and many more dollars later and it's complete! (For now) They just don't make them like they used to," Pratt wrote.

Despite owning a Tesla Model 3 electric car and serving as an ambassador for the 2019 Chevrolet Silverado pick-up, Pratt is clearly a classic-car devotee.

"Nobody is gonna walk into a car museum in 40 years and say, 'Whoa! Look! A 2003 Jetta! Fully restored,'" he joked on Instagram.

"Classic cars (this one is technically an antique) continue to get better with age. And it's a dream come true to roll this one through the Hollywood hills."

The Beetle's "antique" status was fully cemented after US sales ended in 1979, and the last production of the classic model ended in Mexico in 2003.

Could a Love Bug remake starring Chris Pratt be on the cards? Your move, Hollywood...

## Milivié 1.

Have you always wanted a meticulously put together Volkswagen Beetle restomod? Well, here's your chance, assuming you have nearly A\$830,000 burning a hole in your pocket.

This is the Milivié 1, and it's a reinterpretation of the original Beetle in a way we haven't seen before. The German company says there will only be 22 built (one for every million of the original 22-million-Beetle production run), and each will cost •570,000.

Your money buys you a Beetle that is surely nothing like any other out there. Milivié starts by finding a donor car, but all that remains of that at the end is a modified metal monocoque section of the body and modified floorboards. The rest is new. You'll notice that the Beetle's design is unmistakably that of a Beetle, but every body panel has been changed or modified in some way in an effort to create a modern shape and more modern design. Milivié says it used a number of Porsche styling cues when it was reshaping body panels to give the Beetle a far sportier look.

The engine is modified, but it remains faithful to the original ethos. Milivié uses a 2.3-litre flat-four that is based on the original crankcase. It's paired with two Weber carburetors and features an electronic ignition system (why no electronic fuel injection?) The engine is modified with expanded oil channels and two oil pressure regulating pistons. It breathes through a bespoke stainless steel exhaust system with either titanium or black chrome tips. Power figures were not provided for this revamped flat-



four engine.

The only transmission is a four-speed automatic sourced from a Porsche 911 Carrera 2. Milivié developed its own transmission software to give you both a comfort and sport shifting mode. Plus, it's manually controllable via paddles on the steering wheel.

You should expect this resto-mod to handle a good bit better than an original Beetle, as it's sporting a totally new, fully independent, double wishbone suspension in front and rear. This is paired with twin tube dampers and "V3 Competition 2A" springs developed specifically for this application. Massive (for a Beetle) 19-inch wheels hide big performance brakes - six-piston calipers up front and four-piston calipers in the rear.

The interior is fully modern in resto-mod fashion. You won't see any hard buttons or switches littering the dash, as Milivié has gone all out on touchscreens and touch surfaces. A pair of 31.2-cm screens serve as your instrument cluster and infotainment system. Software designed specifically for this car is used, so you can have a cluster layout that mimics that of the classic analog instruments. Of course, there are many other displays you can choose from in the settings, too, according to Milivié. A nine-speaker audio system is fitted, and a bunch of other tech like automatic headlights, parking sensors, front/rear cameras, auto climate control (yes, it has air conditioning), automatic wipers and electric steering is included.

The whole buying/designing process is done through Milivié's 'concierge' service that allows you to set the car up exactly how you please - reservations are open now. Milivié says there are lots of paint, upholstery and trim options to choose from, and that's only the tip of the customization iceberg. That's as it should be, though, given the price tag of well over eight hundred thousand dollars.



## Project management.

How many times have you seen Volkswagens up for sale that are incomplete, or completely pulled apart with huge holes cut where rust used to be?

That's okay, these cars can still be sold on but sometimes you just wish - if only those people would have just not touched anything at all.



Why buy a car, pull it all apart, cut huge sections out - and then decide to sell it?

People usually say in their ads, or in person if you ask them, that their goalposts or priorities or responsibilities in life have changed, and they have no time and/or money for it anymore.

If you decide you're going to restore an old Volkswagen, just know that even light restorations can easily take up two years of your spare time.

It's an old saying that you first estimate the time and money it will take - then double it. At the very least it might take triple, or quadruple, the time and money you first thought.

To do a restoration on an old car, your heart really has to be in it to see it through until the end.

I'm saying, you really have to love a car to restore it. So it's for the love, not only for the money.

Paint work, engines, interiors, replacement parts, time, money all have to be managed, even if you are contracting other people do the work for you.



It's not as easy as you think. Add on top of that, imagine doing multiple cars at the same time.

You don't really have to know much about cars to be a good project manager. Management is about time, money and getting the car across the line.

People that project manage cars to the end deserve to be paid or compensated for their management.

It pays to not touch the car until you're ready to give it two years of your life. Just leave it until you're ready and if you decide not to do it, it's no big deal, at least you didn't wreck it.

Making money on old Volkswagens is about buying a half decent car and sitting on it, not pulling it apart.

I struggle myself and even I could use a good project manager, so don't feel bad if you're not great at it yourself.

Other people can make it look easy, but you just have to realise, it's not.

I must say that I was very impressed with the level of peoples' restorations at the Nationals this year.

Cars were taken to the next level.

Some people must really, really love their Volkswagens.

It's good to see. Keep up the good work everyone.

Ashley Day.

## Speed is everything.

Even though classic car bargains are hard to find, every so often they do appear.

My favourites are cars that come up for sale that are surplus to other people's needs.

These owners just want them gone and they price them accordingly.



### 2001 Volkswagen Volkswagen Transporter Kombi

A\$2,500

Vehicles  
Listed a day ago in Sydney, NSW

 Send seller a message

Hi Stuart, is this still available?

Send



9 images

151 views

Save

## 1993 Volkswagen Golf convertible manual!

**\$6,500** Negotiable

West Hoxton

Send message

There are no games. Just the first person to arrive with close to the money takes it.

These types of ads only usually last for a day before the cars are sold on to an eager Volkswagen community.

So if you want to get amongst these bargains, you have to move quick or with speed.

If you see an ad posted, that day, and you like the car, MOVE.

Get in your car and get there as quickly as possible.

I'm not recommending speeding on the road, but it has been known to happen

Even if it's 7.00 o'clock at night and you're half way through watching the footy, on Saturday night, on a long weekend. Contact the seller by message, by email or by phone.

If you think that you can do it tomorrow, you're dreaming, that car will be sold.

You don't need to have a big sock filled with money at the ready, just stop at a ATM on your way and get enough to leave a deposit and pick the car up the next day.

The reason for speed is because these vehicles often rise in value reasonably quickly and become classics within a few years of purchase.

My favourite cars to buy? Here are some recent examples, a 1993 Golf Cabriolet and a 2001 Syncro.

They sold in one day and were bargains.

Ashley Day.

## Golf Mk4 GTI.

As all Golf GTIs rise in price, one remains lagging at the very bottom.

Remember that we never got the Mk1 GTI in Australia. Our Mk2 GTI that finally arrived in 1990 was only a low-spec leaded fuel 8-valve version shared with the



Japanese market.

Enthusiasts have imported Mk1 and Mk2 GTIs from the UK, and prices of these cars are high.

We never got the Mk3 GTI either; for Australia the importers chose the up-market VR6 instead. That's an article for another time.

The Mark 4 Golf GTI finally made it here in 1999. It was a lot heavier than previous GTIs and more plain in its design; it looked very similar to the rest of the Golf range, rather than being distinctive. Australia only got 5-door GTIs.

It didn't really have the plaid seats or the groovy red bits we have come to expect, but it did have a 110 kW 1.8 litre turbo.

When it was new it sold for \$43,990. Today, it's easily the only GTI you can buy for under \$4000.

It's underrated at the moment - but that might change. Everyone knows the kids love Golf GTIs. It's possibly worth grabbing one.

It's really only got its plain looks to blame, and you could fix that with a quick set of BBS rims, I'm sure.

Definitely a sleeper at the moment, especially if you having troubles finding an earlier GTI or the more recent ones are still too expensive.

This is the performance Golf to look out for.

Maybe you could turn one into a track day car and you could reduce some of the weight that burdens it.

Try to buy a good original car, not a modified one.

Technically, it has a turbo and it's a real Golf GTI. It's just not a Mark 1 or 2 GTI, that's all, which might have more iconic looks but aren't as fast.

They can be a little expensive and hard to find these days anyway.

Ashley Day.





## Denlo Cars and Coffee.

Recently the management at Sime Darby Retail Motor Group (the owners of Denlo Volkswagen at Parramatta), invited our club to a Cars and Coffee day on Saturday 13 August. This was held on the dealer premises at Church St Parramatta, from 11:30am to 2pm.

Denlo's management said they appreciated and admired the community that Club Veedub has created within NSW, and wished to do their same within their local area and



potential customer group. It was a great opportunity to show off our classic Volkswagens and mingle with the latest models from the showroom. And enjoy their free coffee!

It was a good turnout of classic VWs, perhaps a couple of dozen throughout the morning. Cars could enter either straight off Church St, or from the rear lane. Cars were directed to angle park alongside the dealership block.

People enjoyed wandering among the rows of older VWs, and also sit in the latest models in the showroom. Denlo had their flash coffee machine going, and the well-known Volkswurst Kombi was selling hot food.





The weather was a bit patchy with some heavy cloud and occasional blue patches. It mostly stayed fine but we did get a bit of a sprinkle not long before we packed up.

It was a very enjoyable morning. We hope this idea will grow and other Volkswagen dealers across Sydney might be tempted to organise something similar in future. It's a great way to enjoy all VWs old and new. Thank you to Denlo Parramatta for inviting us.

## East Hills Car Show.

So it finally happened - after being postponed at least six times because of the Covid pandemic, and another two or three times due to wet weather and local flooding - the East Hills Car Show finally went ahead on Sunday 21 August.

Parking was in the order of arrival, so for the VWs to park together they needed to arrive together. Hence we met at Maccas at Moorebank from 8am for coffees and breakfast, then headed off in convoy at 8:30. It was a short drive back along Newbridge Rd and Henry Lawson Drive, and we arrived together at 8:45 am. Officials guided us to our parking spots, very well spaced out.

It was a fantastic community day. As well as hundreds of nice cars of all makes and models to look at, there were stands selling toys and collectables, coffee and doughnuts, mini pizzas and showbags. East Hills Soccer Club ran the BBQ all day, selling sausage sandwiches, bacon and egg rolls and cold drinks. A local rock band played all day.

It was a lovely sunny day to wander among the cars, chat to the owners and enjoy the festivities. There were several other VWs parked around the ground that arrived a little later.

The official presentations began at 1pm. Federal local member for Banks David Coleman MP drew the raffle tickets, followed by state member for East Hills Wendy Lindsay MP with another raffle. Host and organiser Glen Waud JP then took the microphone and announced the category winners - Best Holden, Ford, Chrysler, Hot Rod, Japanese, Best Paint, Best Engine etc. There was no 'Best VW' award, but happily Wayne picked up 'Best European' with his award-winning Double-cab Kombi. We didn't have the heart to tell them it was made in Australia...

A relaxing and enjoyable day out with our fellow enthusiasts that raised over \$19,000 for the Crohns and Colitis Australia organisations, a worthy cause.





## Shannons Sydney Classic Eastern Creek.

On Sunday 14 August we returned to Eastern Creek Raceway for the CMC Shannons Sydney Classic, for the first time in three years thanks to the Covid pandemic.

The CMC allowed use of last year's tickets (the 2020 show was cancelled) and our club had 20 of them. Club Veedub was positioned in a great spot, in Area B on the large central concrete area to the rear of the pits and to the right as you exit the tunnel. We were positioned in the second row, beside the Mercedes Benz Club and the FE/FC Holden Club. The Porsche Club and Rover Club were in front of us, and the Cadillac, Sprite and Thunderbird Clubs behind.

Jeff and Laurie were the first to arrive just after 7am, while Wayne entered the Concours along pit lane. The VWs gradually arrived, and by 9am we had ten cars in place. Not all the 20 tickets were given away, but unfortunately there



were still a few who took tickets then didn't turn up on the day. Dave and Carl left early, then Dean and Jeannine arrived at lunchtime (after breaking his clutch cable), so in the end we had eleven VWs turn up through the day. Not too bad for a post-covid show; hopefully next year we will have all 20 places filled with VWs.

There were many more Mercedes next to us than we had VWs; in the end their cars spilled into our area.

Being post-covid, the show was probably a little smaller than the last in 2019. Much of the concrete was vacant as other clubs also had people not turning up. Sure there were clubs parked in areas E1 and E2 beside the short circuit pits and up the hill, and in Area D on the other side where we've been before, but that area was much smaller this time due to building works - much of the area was a fenced-off construction site.

The pit garage stands were selling books, models, signs and collectables as before, but there were fewer of them this



time and prices were high. Still it was nice to browse. Our parade lap was not until 2pm so we had all day to wander through the show and check everything out. The food and ice cream vans did a good job but queues were long. I found it quicker to get a Vili's pie and a coke from the ARDC café on the 1st floor of the pit building.

It looks like the Volkswagen Classic and Vintage Club is defunct, as they had no space this year. However it was nice to see Murray and his Air Cooled Cruisers Club in their small

space near the double decker buses. These are still great fun to ride around the track, for just a gold coin donation.

We did our parade lap of the full circuit at 2pm, always enjoyable. We were first out, followed by the Early Falcons, HSV Owners, Jensens, Valiants, Cadillacs and Lithgow Vintage club cars. We followed the pace car around the track, swinging left and right (the track is wider than you imagine) and down the main straight. Then back around to the gate. Most of us headed off home at this point.

The Concours presentation was at 2:45pm. Wayne Murray and his immaculate green double-cab Kombi won First Place for 1970-79 cars; he also won the Judges Choice, the George Roberts OAM Memorial Award, and Overall winner of the Concours d'Elegance. This is the first time in the history of the show that one car has won all four awards. Well done Wayne!



Another very enjoyable CMC day at Eastern Creek and we look forward to a much bigger and better show next year.

Dwayne T. Robinson



engine but gave me all the HP and torque I needed and certainly kept me more than busy in the driver's seat.

The abuse that unit between me and the engine took was amazing. Here's some examples of torture it faced:

**Start control launch sequence:** Select L which is really 2nd (often referred to low). Pressure on gear stick micro switch, clutch now disengaged; build engine revs up to 5000 rpm. Navigator calls you down from 5 ,4 ,3, 2 , on 1 let go of the gear stick, you're instantly in gear. Flatten the accelerator , instant traction through rally tyres, listen for the next navigators call, when the speedo reads 45 mph (73 km/h) flat change up to third (often referred to D1); when speedo reads 65 mph (105 km/h) change into top (D2).

## Semi-auto adventures.

I was taken back in time by the SMH road-test of the 1968 VW Automatic in the August 2022 Zeitschrift.

It took me way back to 1972 when I first purchased my new 1972 Superbug semi-auto, the first of many I have owned and in fact have had at least three running in the garage at any one time and still have one today - a 1968.

Being a partial paraplegic and loving the idea of owing a Beetle where I could change gears then add hand control operated foot brake made it the perfect choice for me.

On reading the article as it was printed in the style of the day I could see myself, Noddy and Big Ears driving off into the sunset.

Still it wasn't long before Noddy and Big Ears were left by the wayside as my boy racer inner demon took over and no sooner off my L's I was competing with my bog stock Superbug in Lap Dashes as they were called then, Amaroo main and dirt circuit, Oran Park main and South circuit and hill climbs at Silverdale, Amaroo and Dapto.

As the tyre widths grew wider so did the engine mods, all bolt on at the time. Holly Bug Spray, Resolite mechanical dizzy and extractors. For someone who was new to the scene I thought the improvement in performance was amazing and never giving a thought as to could the semi auto handle it.

The real problem I face is I have no technical ability. I like it now when you lift the bonnet on new cars - if it's colour coded yellow you can do stuff. I now feel confident if filling my windscreen washer bottle and topping up oil on my Skoda Fabia VRS (yes it's VW-family). So apart from being technically inept I'm sure I would be diagnosed as on the spectrum as suffering from Trashbergers Syndrome that is defined as having no empathy for anything mechanical.

This can be witnessed that during my rallying years which included 56 CAMS sanctioned rallies and rally sprints I was totally capable of destroying engines of all capacities in mild tune right up to 2000 cc.

Mind you if you know rallying you will know from the start of a special stage which can vary from an average of 10 km to 25 km in length you are up it for the rent, the entire time tacho rarely off redline and yet that humble three speed semi auto took it all in its stride, abuse such as on its last engagement being saddled to a 1916 cc, Engle 110, twin 40mm DCNs, Bosch 009 etc etc. It wasn't a weapon of an

**Scandinavian Flick:** I loved these especially at spectator points and is the technique used to get around hairpins. As your navigator calls you down to the corner - 150 metres, 100, 50 you start setting the car up, top down to third and the same time flinging the car from left to right to start getting the rear end unsettled, and a moment which can only be described as instinct you turn hard in the direction of the corner, drop back to second this helps the rear end lock up helping to maintain the slide and then again on instinct to your navigator " NOW ! , which is the clue for them to rip on the handbrake while I again put pressure on the micro switch disengaging the clutch and making it easier for the handbrake to now keep the rear wheels locked. Once you hit the apex "OFF" to the navigator who releases the handbrake at the same time I take my hand off the gear stick, 2nd engages and now full throttle powering out holding the slide like a sprint car as you are already in 2nd.

Although called the Scandinavian Flick I've renamed it 'the Carter,' which is what Steve Carter helped me develop when he was my co-driver in the early days as he could see from time to time I would run out of hands.

So now in my motor sport retirement I have decided to educate myself, and find out how did this humble little Noddy mobile transmission handle so much abuse and yet be so consistently reliable?

Well I did have a secret weapon. F1 had some brilliant imaginative engineers to refer to Ross Braun, Adrian Newey, Bruce McLaren. I have a younger brother, Peter AKA Zucchini Racing maybe not as well know those mentioned but



on the spectrum for sure which is total opposition to my Trashbergers diagnosis.

He suffers from an Obsessive Compulsive Disorder in the mechanical industry known as Uncontrolled Tinkering.

So I asked him the question - "How did you make the stick shift so reliable, what was the magic considering the torture of rallying it was put through?"

In the day pre the web I would read magazine articles where enthusiast would ask usually in the USA, "I want to beef up my engine but will the stick shift handle it?" I never recall reading any positive or encouraging comments.

Well if you've got a stick shift and you want to give Noddy a bad boy image, read on.

Peter wrote back:

There was no magic.

In fact, every mechanical modification I did to the gearbox should have killed it earlier.

The last evolution box had a slightly higher stall speed for the torque converter. It had a four button standard diameter ceramic solid centred clutch plate. Lower 3rd gear (drive 1) ratio 1.48:1. Lower 4th gear (drive 2) ratio 1:1. Solid spool diff centre with a 4.375 crown wheel and pinion. The only tricky magic was running full synthetic transaxle oil and a transmission (torque converter) oil cooler, building and moving the ATF tank from under the back left guard to on board to prevent damage also increased ATF capacity.

The high stall converter allowed the engine to rev up with less load on it before it drives through the clutch.

The ceramic clutch increased the capacity to transmit the torque but increased the shock load into the gearbox because of its lack of slip characteristics. The lower gear ratios also increased the torque output to the final drive. In the end the only thing that broke were the CV joints.

There was never going to be an issue with gearbox being able to handle the increase in horsepower and torque because it used so many common components as the Porsche 911T Sportomatic transmission - which by the way has a flat six 2-litre engine behind it. The only real issues we had was with the later Superbug gearboxes that had the finer toothed 3rd & 4th gears.

A stock 1500 box that has the lower final drive ratio 4.3 with the coarse toothed stock 3rd and 4th gears would probably handle a big bore high rev as long as synthetic trans oil is used (Proof that's what I run now in my roadie)

Thus endeth the lesson.

Uch Perazza

## The hot tip.

Years ago, whilst telling stories around the table at Valla, we got onto the subject of split window Kombis.

They were going up in value so quickly and everyone wanted to get on the bandwagon.

Boris explained to me that I would be better off chasing '68-'79 T2 Kombis before everyone else.

He said, that way you will be the one making the money, not someone else this time.

You know, he was dead set right.

So as T2 Kombis have now become too expensive, I

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moved on to T3 Transporters.

Now, as T3 Transporters are becoming ever more appreciated - and hence valuable - prices are also going up to crazy levels. It makes perfect sense to move on to T4 Transporters.

That way, you are always staying in front of mostly everyone else.

T4 Transporters are great and I would strongly recommend the Syncro 4x4.

They can be brought for a song at the moment and they make great campers.

You can't tell me that they aren't going to soar in price quickly.

Maybe you could buy a double or single cab?

Technically, they are already going up in value.

Wait, be patient, do your homework and buy a clean one.

Trust me, it will be easier than restoring one of the older Kombis and it will be way more usable in your everyday life.

Ashley Day.



## My visit to Smart Volks Works.

I set aside a couple of days to recover from Jogja Volkswagen Festival, so as not to be in a rush and with the expectation that I would meet someone who would offer me an enhanced VW experience. Exactly that happened, as I was introduced to Mr. Rosyid, who is quite a VW celebrity in these parts and the operator of Smart Volks Works in Jogjakarta, not so far from where the big meet was held.

Rosyid has been running this business for a quarter of a century and in this time, has restored 289 cars. That's giving a lot to the VW community. He has 40 employees working on customers' cars. This gives you some idea of the size of the market here, and there are other VW shops in town also. The calibre of the vehicles I saw in his workshop was quite unexpected.

I watched as three apprentices were doing the donkey work of rubbing down the under-tray of a 23-window Alpine Transporter, which had been bolted to a special jig which allowed it to be rolled onto its side.



The work I saw was immaculate, no shortcuts evident, as everything happens under the watchful eye of Rosyid.

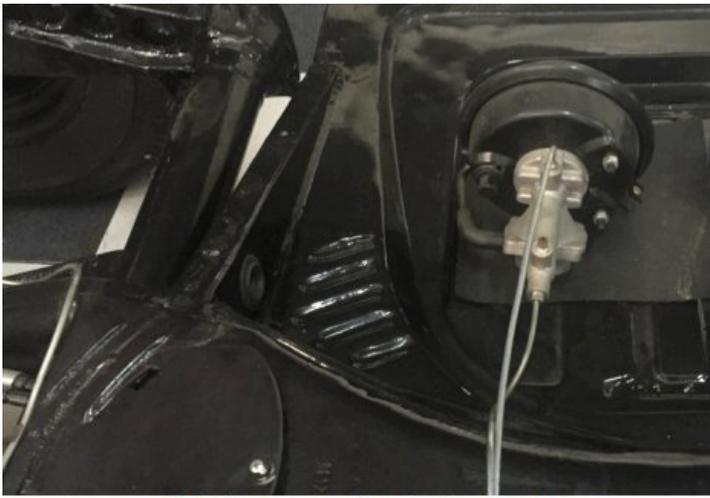
I observed another employee doing some metal massaging on a 1303 Superbug which had had its roof cut off. It took me a while to work out what process was actually taking place to this Beetle, but I concluded, based on the parts lying around, that it was being transformed into a convertible. Not the unfortunate Aussie-style chop-top kind of procedure; it was being turned into a Karmann Cabriolet replica, of which Rosyid has done quite a few.



The heater channels had been fabricated in-house, but minus heater outlets and actual heater tubes, because who needs those in the tropics? Instead, the channels carry the wiring harness and air-conditioning hoses, which is a very neat way to tuck them out of harm's way. Speaking of AC, I was wondering why I had spotted a few Beetles with an access panel and a raised floor behind the back seat. Rosyid explained: underneath is where they put the condenser and cooling fan. Also, the boot-floor panel is raised slightly to make more room for the evaporator unit, without using up



A very neat AC-compressor installation



PBR booster under the back seat



brake lines running left, right and centre

any luggage space. These panels are all made in galvanised steel on the premises, but by the time the shop has finished with them, they look original. Clearly, this shop isn't just for restoration work; engineering goes on here as well.

I spotted a few cars with a remote brake booster fitted. I had come across this mod in Malaysia, but never in Australia, where the solution comes from. It's from PBR; Rosyid tells me that they're from a Holden. I followed all the brake lines to understand the plumbing. The front two primary master-cylinder outlets are joined at a T-piece, then sent to the secondary, boosted master-cylinder inlet. The secondary outlet is sent to another T for front/rear, then Ts



I couldn't squat for more than two minutes, but these fellows were happily lapping in valves on the floor.

for left/right. So yes, you can have power-assisted brakes, but no, you can't keep the dual circuits.

One thing which might surprise Westerners is that workers may perform their work on the floor instead of at a work bench. That's simply south-east Asian practice.

What follows is just photos of unexpected things:



Seeing a Type 34 was a surprise,



as was an encounter with a 411



and then there was ... this. Somebody attempted to transform a Type 3 into a 911 in steel, with the steel welded to the floorpan. A Type 311?



Go to the top of the VW class if you can identify this blinker. Answer: Italy



and the final curio, a Tempo Hanseat. This death-trap truck had swing axles and a single, driven front wheel. I think I'd rather use a donkey-cart.

Finally, Rosyid took me for a ride in his son's car to a place of interest, an old part of Jogjakarta. He was very generous with his time and I'm the wiser for having visited Smart Volks Works. He's on Facebook - [www.facebook.com/rosyidhubron.hadi](https://www.facebook.com/rosyidhubron.hadi)



For more information, there are numerous Youtube videos available, in Indonesian, or if you visit the web site of Heritage Parts Centre in the UK, there's a page on their blog about their visit to Smart Volks Works.

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

## The Porsche B32.

*TopSpeed.com, November 2020*

From the 356 and 911 to the 959 and 918 Spyder, Porsche is responsible for some of the greatest sports cars ever built. The German company has been successful in crossover and hybrid markets too, and it recently joined the EV segment with the Taycan as well.

What's more, Porsche also developed some of the most successful race cars of all times, including the 917, 935, 962, and 919

Hybrid. But I bet you didn't know that Porsche also built a van! Meet the B32, the 911-powered Volkswagen T3 van that Porsche created in the mid-1980s.

### What crazy contraption is this?

No, Porsche didn't actually build a van from scratch. The company borrowed the T3 from sister company Volkswagen and added its own upgrades.

And no, Porsche didn't lose its mind in the 1980s and didn't want to enter a new segment. Stuttgart simply needed a fast support vehicle during testing of the 959 race car that it was developing for the Paris-Dakar rally. A regular van was far too slow to keep up with the beefed-up 959, so Porsche transplanted a 911 Carrera engine into a Volkswagen T3. Back in the day, when Porsche was still selling an updated first-gen model, the 911 Carrera features a 3.2-litre flat-six mill rated at 173 kW.



That's not a lot by modern 911 standards, but it was pretty solid back in 1983 and unheard of in a road-legal van.

The flat-six engine enabled the T3 to hit 100 km/h from a standing start in only eight seconds and to reach a top speed of around 218 km/h.

By comparison, the Volkswagen T3's most powerful stock engine, a 2.1-litre high compression Digijet engine running on leaded fuel (for Euro markets only), was rated at 83 kW. The normal unleaded 2.1-litre Digifant engine for most markets (including Australia), produced 70 kW.

Based on the luxurious Carat trim, the B32 was more than just a 911-powered T3. Porsche also fitted the van with 911-style Fuchs wheel, a set of bigger brakes, and a sportier





suspension. It also features a gearbox from the 911 SC and a steering wheel from 911 Carrera.

#### What happened to the Porsche B32 van?

Porsche reportedly built around 15 of these vans, including prototypes. Although the B32 was not intended to go into production, Porsche sold some of them to special customers and kept a few for itself to transport staff rapidly. Some of them are still around, being featured in a few YouTube videos, but at least one example is being kept in a museum.

Due to the extremely limited production and available, as well as the fact that it looks like a plain Volkswagen T3 on the outside, the B32 did not benefit from a massive cult following. However, some enthusiasts that found out about the project made their own aftermarket conversions, so there are quite a few T3s fitted with 911 engines out there.

#### The T3 Transporter - a recap

A successor to the first (1950-68) and second (1968-79) generation Transporters, the third generation ('T3') was



introduced in 1979 and remained in production for several decades. Although it was replaced in German production by the new front-drive T4 Transporter in 1990 (the Syncro model continued until 1992), the T3 was still produced until 2002 in South Africa, where it was affectionately known as the 'Volkswagen Bus.' The last South African models were fitted with 5-cylinder Audi engines.

Volkswagen offered a wide variety of petrol and diesel engines for the T3, especially for Europe. The first models from 1979-82 had air-cooled engines, including for most markets a development of the previous 2-litre Type 4 engine but now with new cylinder heads and hydraulic tappets, and L-Jetronic fuel injection, producing 51 kW (the same as the older twin-carb engine). There was also a 1600 Type 1-based engine, converted to 'pancake' layout similar to a Type 3 but with all new tinware, a built-in oil filter and a single Solex carburettor. This very rare 37 kW 'CT' engine was only sold in Europe.

From 1983 the engines were water-cooled - these vans can be picked by their second front grille. The motor was a new design based on the Type 1 crankcase but extensively redesigned with new water jacket cylinders and heads. The size was 1913cc initially, with a 94 mm bore and 68.9 mm stroke. Several different states of tune were available for different markets, some with carburettors but export models were usually Digijet fuel-injected with 63 kW. The 2.1-litre engine appeared in 1985 by increasing the stroke to 76 mm. It now featured the Digifant system that controlled both fuel injection and ignition timing and produced 67 kW (low compression markets), 70 kW (most markets), or the Europe-only leaded 83 kW.

For some markets there was also a diesel engine option available from 1982 - not a flat four, but a normal in-line 1.6-litre Golf diesel engine fitted by tilting it 50 degrees to the left to fit in the engine bay. Output was just 37 kW and a turbocharged version appeared in 1984 that developed a still tiny 51 kW.

By contrast, Oettinger offered aftermarket flat 6-cylinder units, not Porsche-based but rather a stretch of the existing VW WBX crankcase. This was originally a Volkswagen prototype development that was not continued, so Oettinger took over the tooling. There were two sizes produced - a 3.2-litre that produced 123 kW, and a bored and stroked 3.7-litre unit rated at 135 kW. These were very desirable but expensive conversions, and many owners found it more effective to fit Porsche flat-6 engines instead.

The T3 enjoys an increasing cult following around the world and it's still being used for a wide variety of purposes. The luxury Microbuses, Caravelles and Carats are much sought after, while the Multivan (Europe only) is also popular. Probably the most desirable are the AWD Syncro models, produced by Steyr-Daimler-Puch in Austria with viscous coupling AWD. Westfalia camper versions remain highly popular as well.

The T3 was the final rear-engined Volkswagen model produced by Volkswagen in Europe, and sold in most markets around the world. Only the Mexican-made Beetle and Brazilian-made T2 Transporter lasted slightly longer.

Ciprian Florea

Article submitted by Steve Carter

# Bathurst 1000 - 1999 and onwards.

The Bathurst Great Race entered a new era in 1999. For a start, the Battle of Bathurst had been won - and the 2.0-litre Super Tourers had lost. Public support, sponsorship and TV ratings for the two 'rebel' V8 Supercar races - the 1997 Primus 1000 Classic, won by Larry Perkins and Russell Ingall's VS Commodore, and the 1998 FAI 1000, won by Jason Bright and Steven Richards' EL Falcon - was overwhelming. The two 2.0-litre Super Touring Bathurst 1000s had been very high-quality, enthralling contests - but there was no hiding from the fact that wider manufacturer support for the race had not eventuated in anything like the desired numbers. Bearing in mind that a heavy works presence was the very cornerstone of the Super Touring category, the reluctance of more manufacturers to commit to Bathurst was a fatal blow.

In 1999, the Super Touring brigade opted for a compromise exactly half way between running another 1000 km event and doing nothing: they put on a 500 km race, called the Bob Jane T-Marts Super Touring 500. Predictably, it only attracted the local Super Touring teams (no Audis or VWs took part), and symbolically, the mountain was cloaked in rain and impenetrable fog for much of race day. It was ruined by many laps stuck behind the safety car and it was called off after 50 laps, 31 short of the intended distance. The winner was Paul Morris in a BMW 320i, but hardly anyone noticed. It was the end of the road for Super Touring at Bathurst, the last original Bathurst to be covered on ATN Channel 7, and the last of 37 annual Great Races organised by the ARDC.

So now there would be only one Bathurst race, V8s only, owned and organised by a private corporation (AVESCO) and broadcast on the Ten Network. But this left the V8 brigade in a quandary as to which part of the race's history they should claim. Historical awareness has always been one of V8 Supercars Australia's weakest points, and they predictably floundered around trying to run an argument that the 'true' history of the race was V8-powered. Of course, that was nonsense and had some unfortunate side-effects - it overlooked previous victories by Ford Cortina GTs, Torana XU-1s and Mini Coopers, the later victories by Ford Sierra turbos and Nissan GTRs and V12 Jaguars, not to mention the many years of smaller entry classes for 1.6-litre, 2.0-litre and 3.0-litre cars. Taken to its logical conclusion, Peter Brock's tally of wins should have been retrospectively reduced to eight, bearing in mind he inconveniently claimed his first victory in a six-cylinder Torana XU-1, rather than a V8.

Ultimately, common sense prevailed, and it became generally recognised that 'The Great Race' included all the 500 mile and 1000 km events to date - in other words, there had officially been TWO Great Races in 1997 and 1998, simply representing an overlap between the ARDC and AVESCO/V8 Supercars Australia eras of managing the race.

And now that AVESCO had the race to themselves, they immediately made a very important decision: the Bathurst 1000 would become part of the Championship, instead of being a stand-alone race as had nearly always been the case.



This controversy had a very familiar ring to it: another of the world's great endurance races, the Le Mans 24 Hours, had been in and out of various sports car championships over the years, depending on the mood of the moment. The arguments were fairly simple: on the one hand, if the race is so important, then let it stand by itself, as it is worth winning in its own right without worrying about championship points and the like. On the other hand, if a championship goes all year with a view to identifying the best driver or team, how can their performance in the most important race of the year possibly be excluded from those considerations?

Discussions on the issue never really went away after 1999 - every so often, a driver or team would suddenly pop up with a pronouncement that Bathurst should be removed from the Championship - but there is still no sign of that happening.

And so it continued on. The 1999 race was won by the Steven Richards/Greg Murphy VT Wynns Commodore; in 2000 it was Garth Tander/Jason Bargwanna in the VT Valvoline Commodore; 2001 it was Mark Skaife and Tony Longhurst in the VX Mobil HRT Commodore; and so on and so on.

But irrespective of its structure and status, and the recent rise of terrific alternative events such as the 6-hour for production cars and the 12-hour for GT sports cars, the Bathurst 1000 still remains the greatest motor race in Australia.

But with the Bathurst 1000 now V8 Supercars only, it negates any opportunity for Volkswagens or Audis to compete. We're not going to feature any more recent races, as



they had no VWs or Audis in them. There are plenty of books, DVDs, YouTube videos and websites on the V8 Supercar-only Bathurst races from 1999 to today, if they interest you.

Nowadays you'll only see VWs and Audis (and Porsches, Lambos and Bentleys) racing in the very different Bathurst 6-Hour and Bathurst 12-hour races at different times of the year.

This concludes our long-running series on the Great Race, focusing on the Volkswagens and Audis that have competed since 1960 at Phillip Island, and since 1963 at Bathurst. If you are looking for the story on any particular race, you'll find them in the following issues, which you can download from our website:

[www.clubvw.org.au/media/zeitschrift/](http://www.clubvw.org.au/media/zeitschrift/)

1960 Armstrong 500	August 2017
1961 Armstrong 500	September 2017
1962 Armstrong 500	October 2017
1963 Armstrong 500	July 2017, December 2017
1964 Armstrong 500	January 2018
1965 Armstrong 500	February 2018
1966 Gallaher 500	February 2018
1967 Gallaher 500	February 2018
1968 Hardie-Ferodo 500	February 2018
1969 Hardie-Ferodo 500	July 2018
1970 Hardie-Ferodo 500	September 2018
1971 Hardie-Ferodo 500	September 2018
1972 Hardie-Ferodo 500	December 2018
1973 Hardie-Ferodo 1000	December 2018
1974 Hardie-Ferodo 1000	January 2019
1975 Hardie-Ferodo 1000	February 2019
1976 Hardie-Ferodo 1000	June 2019
1977 Hardie-Ferodo 1000	September 2019
1978 Hardie-Ferodo 1000	December 2019
1979 Hardie-Ferodo 1000	January 2020
1980 Hardie-Ferodo 1000	April 2020
1981 James Hardie 1000	August 2020
1982 James Hardie 1000	December 2020
1983 James Hardie 1000	February 2021
1984 James Hardie 1000	April 2021
1985 James Hardie 1000	September 2021
1986-93 Tooheys 1000	November 2021
1994-96 Tooheys 1000	January 2022
1997 AMP Bathurst 1000	March 2022
1998 AMP Bathurst 1000	August 2022

## Better watch out for the skin deep.

When you start to restore cars it's very easy to get addicted to it.

Taking a beat up old car and making it shiny again.

Other people can see your talent and they ask if you could do it to their car.

I'll pay you, they say.

It sounds like a good idea, to maybe make a little extra cash, but people aren't always as they seem.

When you're young, you can seem to trust everyone,

but as you get older, you realise it's not the case.

Unless you are in the business of car restoration, I strongly recommend never working on someone's car unless they are a very close friend.

You can easily end up in a courtroom, paying \$3000+ a day for a barrister, plus court costs and compensation, if there is any dispute.

I restored a 914 Porsche for a club member years ago, taking some 700 hours. I was taken to court because he claimed he only wanted the spring fixed on the accelerator after stalling me for money for over 5 years.



That was the day I stopped really caring about most other people's cars or the parts that they needed for them.

Now, I only work on my own cars or help my near friends.

To repeat: Only work on your friend's cars for fun, don't take on restoration projects for near strangers.

Hanging out with your real friends and playing with Volkswagens is what it's really all about, so let's keep it that way.



The best way to work on a car for someone else is to buy a car, restore it and then sell it to someone else.

That way you can still make a little cash and have no disputes.

Ashley Day.

# Klub Korrespondenz.

From: Bill Denheld  
Location: Croydon, Victoria

Hello Phill,

Got your email off the VW - clubvw.org.au re Veedub I am old previous owner of 1960s VW beetle, had it for 30 years. In the 60s I was experimental model maker at GMH near where Joseph Ganz had his office. Joseph was the initial creator of the VW in Germany who fled to Australia during the war.

I am trying to have proper recognition of Joseph Ganz's via VW groups.

Better give me a ring to discuss.

With thanks,  
Bill Denheld

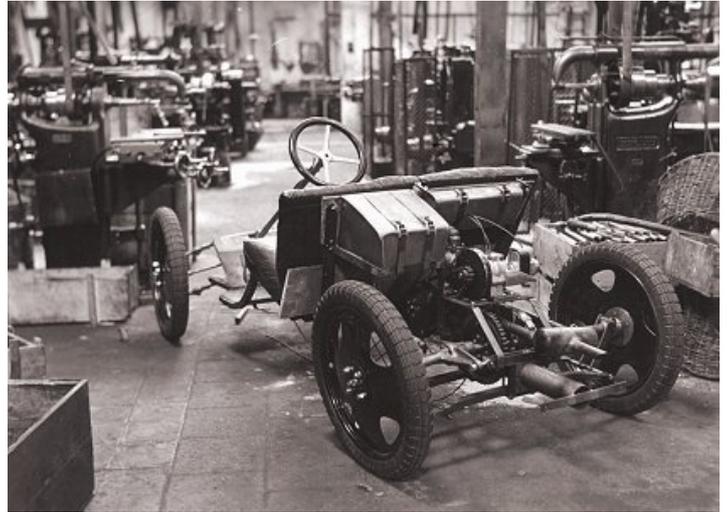
Hi Bill,

Thanks for your email and comments.

We are mostly concerned with trying to document the history of Volkswagen in Australia, rather than in pre-war Germany, with our history beginning from when Australian soldiers first met the Kubelwagen during the North African campaign, the first private imports of VWs to Australia by the military and newly-arrived immigrants, and the early efforts to establish the VW concern in Australia. If Ganz had gone to work for VW at Clayton, rather than GM-Holden, it would really have interested us!

The Volkswagen story in pre-war Germany has been documented many times by many authors over the last 70 years, and there are hundreds of VW history and general interest books available.

We acknowledge that Ganz was a skilled auto man in the years after WW1, using his position as editor of Motor-Kritik to call for new small car designs for ordinary buyers at a time when only the wealthy in Germany could drive. While he came up with designs for small cars for motorbike makers such as Zundapp, DKW and Ardle, these were along the lines of established designs featuring mid-mounted engines, swing axles and independent suspension - such as those of the Rumpler company especially. His prototype of 1931 designed for Adler, called the MaiKafer (May Beetle) had a mid-mounted engine, as did his more popular Standard Superior of 1933. It had a



two-cylinder two-stroke engine mounted in front of the rear axle - note NOT behind the axle, as was the VW.

Ganz was NOT the 'initial creator of the VW' - Ferdinand Porsche was. Porsche had also designed small cars for Daimler, Zundapp and NSU in the late 1920s and early 1930s - his were rear-engined and used his patented torsion bar suspension, which were used on the VW project from 1934. Porsche had designed flat four engines for Zeppelin airships as early as the mid-1910s (the later VW engine was actually designed by Franz Reimspeiss).

As a Jew, Ganz was arrested by the Gestapo in May 1933 and fled Germany for Switzerland in June 1934. This was before Hitler even awarded the 'people's car' project to Porsche, let alone before the first V1 prototypes appeared in 1935, so Ganz had no input in the VW design. Certainly both Ganz's and Porsches designs used independent

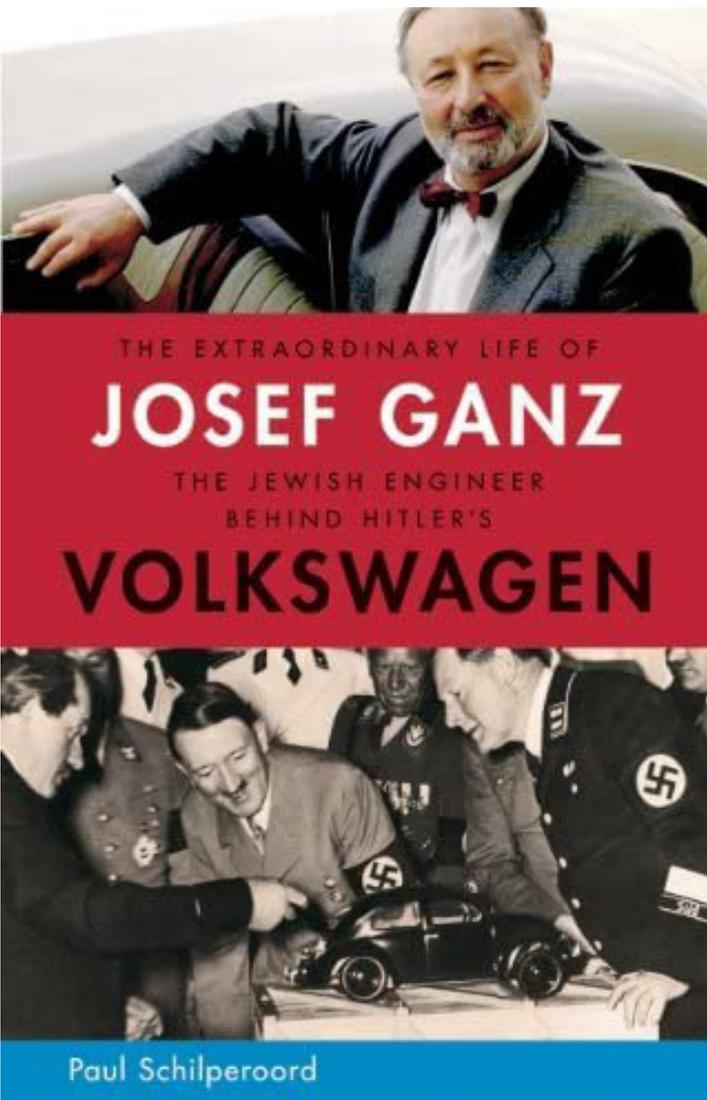


suspension, tubular chassis and air-cooled engines not in the front, other makers did too - especially Tatra. It's a bit like saying Ganz copied the Ford Model T because they both had four wheels.

There are numerous comprehensive VW history books written from the 1950s onwards that make little or no mention of Ganz in the development of the VW. The connection seems to be based more on his choice of the name 'MaiKafer' for one of his designs (which had little in common with the VW design), and the VW later became known as the 'Kafer'. However this was not its official name for many years; it was sold as the Volkswagen 1200, or the Volkswagen Sedan. 'Beetle' was merely a nickname, and not used in an official capacity - at least, until the 1971 'Superbug' or 'Super Beetle' came along, and the 1976 model in Australia that WAS officially sold as the Beetle.

Ganz' name came to prominence from 2004 when Dutch journalist Paul Schilperoord started researching the life and work of Josef Ganz, and in 2011 he published 'The Extraordinary Life of Josef Ganz: The Jewish Engineer Behind Hitler's Volkswagen.' This book is readily available online if you don't already have a copy. With his many achievements it is a shame that Ganz' life ended in obscurity in Australia, regardless of any questionable and exaggerated connection with the VW.

Kind regards



## The Restaurant.

A group of guys, all turning 30, discussed where they should meet up for lunch.

They all suggested a number of places, but eventually decided on the Waterside Bistro at Bobbin Head as it had just opened, it was a great cruise down Kuring-Gai Chase Rd to get there, and it had a nice car park to show off their shiny custom VW Beetles. The steak sandwiches sounded pretty cool too.

Ten years later, turning the big 4-Oh, they agreed to meet at the Waterside Bistro at Bobbin Head because the waitresses were cute and wore tight blouses and mini-skirts. The drive down there in the GTI was great, they could check out the wooden cabin cruisers moored nearby, and the pan-roasted Barramundi went perfectly with a crisp dry Chablis.

Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at the Waterside Bistro at Bobbin Head because the Tiguan needed a run to clear out the cobwebs. The waitresses were attractive if a bit young, but the food and service was good and the frosty tap beer selection was excellent.

Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at the Waterside Bistro at Bobbin Head because there was plenty of parking for their Audis and Passats, they could dine on salt and pepper calamari in peace and quiet, with no loud music, and it was good value for money.

Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at the Waterside Bistro at Bobbin Head because it wasn't too far for their sons to drive them in their TDI Transporters, the restaurant was wheelchair accessible and had a toilet for the disabled.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at the Waterside Bistro at Bobbin Head because they had never been there before.



range, as had BMW with the 3-Series. Mercedes was also stepping on VW's toes with their Sprinter and Vito vans, with several luxury versions taking sales from the VW Multivan and Caravelle. Piech decided to go up against Mercedes' top dog, the S-class. A 'Concept D' derivative was put on show at the IAA Motorshow in 1999, before the production Phaeton was revealed at the 2002 Geneva Motor Show. While it was built on the same platform as the Audi A8, Bentley Continental and Flying Spur, the engineering standards to which the car was set boggles the mind.

The Phaeton was not just meant to be a rival to the Mercedes-Benz S-Class, but set a new benchmark. It is reported that Piech had briefed his engineers that the Phaeton needed to

## The VW Phaeton.

When you think of being ferried around in luxury and comfort, only a small selection of brands instantly resonate. Mercedes-Benz is most certainly one of those. The German powerhouse has reigned king over the luxury sedan segment with the S-class for quite some time.

It's a traveling businessman's dream. The smooth powertrain combines with supple leather to whisk the suit wearers from meeting to meeting without the slightest chance of feeling any discomfort once they've moulded themselves into those plush rear seats. In reality, the S-class has become a benchmark for many. And then in the early '00s, Volkswagen decided to give Mercedes a run for its money.

Meet the VW Phaeton. A car designed with those exact same criteria, but one that has gone somewhat under the radar. You'd be excused for confusing it for some kind of long-wheel-based Passat or Jetta, but the Phaeton is so much more. It's VW's direct answer to the Mercedes-Benz S-Class and when it was conceived, it was built to some ridiculous engineering levels thanks to the mad genius, the Late Ferdinand Piech.

Ferdinand Piech, the grandson of Dr Ferdinand Porsche, had a vision. Piech was about to retire as the CEO of Volkswagen but wanted to go out with a bang, that bang would be to commission what he thought to be the world's greatest car. The idea seemed so out of touch with VW's beginnings - the Phaeton was destined for high-end luxury, a concept far removed from the humble 'peoples car.'

A quick history lesson for perspective. At the same time that project Phaeton was underway, the VW group had just fully acquired Skoda. Skoda now occupied the position once held by the Volkswagen brand in VW Group's hierarchy, essentially, at the bottom. The Czech brand became the affordable one, meaning that VW had an opportunity to push their other brands' value up the ranking.

It didn't take long for Volkswagen to try their luck. And with Piech's push, the decision was made to build a proper luxury car. Piech was annoyed that Mercedes had introduced the A-Class to compete with the VW Passat and the Audi

adhere to some ridiculous standards. The cabin was meticulously engineered to allow the car to travel at 300 km/h all day long while maintaining an interior temperature of 22 degrees, even when exterior temperatures reached as much as 50 degrees. This was only one of the ten ridiculous targets Piech had set the Volkswagen engineers to meet, just to prove a point.

Piech even built a brand new state-of-the-art factory to build the Phaeton. It was called the Gläserne Manufaktur and was built in Dresden with polished wood floors, glass walls and high-tech robots for the fully automated assembly line. Even the transport systems in and out of the factory were computerised and automated.

When the Phaeton hit the roads, it was tremendous. The rear was a lovely place to sit with a phone, TV screen, and even temperature-controlled cup holders. Development of the vehicle led to over one hundred individual patents specific to the Phaeton. Distinctive features include a draughtless four zone climate system and standard Torsen-based 4Motion four-wheel drive. For high ride comfort, it introduced Adaptive Air Suspension with Continuous Damping Control, later also used on the Audi A8.

The car was available with a wide choice of engines. There were 3.2- and 3.6-litre VR6 engines (177 kW and 206 kW) as used in the Passat; a 4.2-litre V8 with 246 kW; and the range-topping 6.0-litre W12 engine with 309 kW, and later increased to 331 kW. This engine was shared with the Audi





A8, Bentley Continental and VW Touareg. For diesel fans the Phaeton could be fitted with the 3.0-litre V6 TDI (165 kW up to 180 kW, or the 5.0-litre V10 TDI (230 kW) from the VW Touareg. 177 kW. In the USA the Phaeton had a base price of \$83,000 when new and could easily go above 6 figures once all the options had been selected

Despite impressive top speed figures, and V8 and W12 engine options, sales weren't great in the USA, nor in Europe, or even in Germany, the Phaeton's biggest intended market. The Dresden plant was built to make 20,000 cars a year but sales averaged about 6,000 units per year. In the United States market, 1,433 Phaetons were sold in 2004, and 820 were sold in 2005, leading the company to announce that sales in the North American market would end after the 2006 model year.



It was a strange choice that VW wanted to bring the Phaeton over to the US in the first place, but they did. Americans are known for being brand conscious, and the brand issue was something that VW themselves had made even worse than it needed to be. With a history of being highly restrictive with the models they shipped over, Americans developed a much narrower view of what a Volkswagen is in comparison to European consumers who are spoilt for choice.

The Phaeton was facelifted in 2008, with an improved engine range and numerous new safety and styling features. Another facelift in 2010 gave the car the current Volkswagen front styling updates, as seen on the latest Golfs and Passats. There was also a choice of normal or stretched wheelbase versions. A final facelift in 2014 saw minor improvements to

lighting and trim. Production ended in 2016 due to high costs and disappointing sales. In the Phaeton's production run that lasted 15 years, 84,253 units were built, figures that did not live up to expectations.

The largest export markets ended up being China, followed by South Korea. While there was some interest initially, the Phaeton was never imported into Australia (Volkswagen Group Australia was still finding its feet in the early 2000s and would never have been able to support such an expensive car). We have so far never seen any privately imported examples but who knows, there might be one or two living here. RHD models were sold in the UK.



If we judge it by numbers, the Phaeton was a failure for the VW Group. It could never reach the goals that it had been aiming for. It faced established internal competition from the Audi A6 and A8, Bentley Continental and Flying Spur. And while these cars are more than a match for top BMW and Mercedes models, a Volkswagen was never going to have the brand image that came with the Mercedes S-Class badge, the goal that they had so eagerly been aiming for.

Today the Dresden Gläserne Manufaktur plant is devoted to VW's electric range of vehicles. And while the Phaeton is no longer around, its spirit lives on in China.

From 2016, Volkswagen's Shanghai SAIC-VW partnership has manufactured the Volkswagen Phideon, a modern luxury sedan similar to the Audi A6 and sharing the same platform. Volkswagen describe it as their 'premium class' vehicle. It is only sold in China.

Pedro Bisso

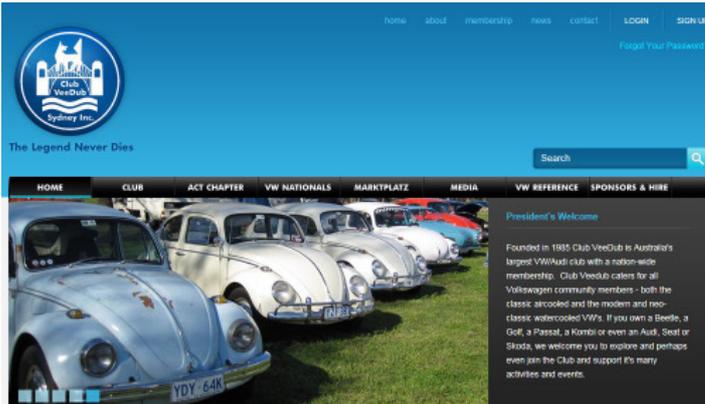


## From our website 31.

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

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

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



10/5/19 Hi I am a member from Lake Macquarie and looking for a mag wheel to suit a 2015 Golf GTi...any suggestions please thanks Ian

12/5/19 Motor Spare Parts Sales person Would any of your members be interested in a job? We have a small bearing business in Hornsby and are looking for a suitable employee with knowledge of motor parts to work in sales and customer relations. Kieran

14/5/19 Hi, I'm keen on attending the show at Fairfield markets. I don't really want to leave my car in the carpark just in case something happens to it (68 VW Beetle) if I paid for entry (car and driver) am I able to park somewhere inside out of the way? I don't really want to enter it for judging, etc. I'll only be there for a few hours and leave as we have a little one. I did this last year without any issues and was wondering if I can do the same this year. Please can you let me know. Thanks, Michael

20/5/19 Want to come to the show on Sunday and hopefully sell my 74 kombi pop top, cheers Wes

21/5/19 Hi, I am about to register for historic plates for my 1973 Beetle. I noticed that I require a declaration on my historic vehicle declaration form. Can someone help me with this? kind regards Pask

27/5/19 Where do you find out the judging results for yesterday's VW Nationals at Fairfield? Regards Libby

27/5/19 Hi, I have recently started looking for a wheelchair accessible vintage Kombi on behalf of a family member. I

know very little about Kombi's (or wheelchair accessible cars) and was wondering if anyone within your club was aware of it being done in the past. Any information would be appreciated. Kind Regards, Tess

30/5/19 I am the owner of a currently registered 1967 VW Beetle and I wish to register it with historical plates. I reside at Alstonville, 30 kilometres from Byron Bay. Can I join your club and how do I abide by the requirements of attending meetings to stay registered as a club member when I reside so far away. Paul

31/5/19 Hi there, I currently have a 1976 Mk1 Golf with a 3.2L v6 installed. I have been a part of the Volkswagen community for a couple of years but have not currently signed up with a club. I am also looking into the "conditional" registration for the Golf as it should be on the road soon. I am wondering I currently reside in Morisset (30 minutes from Newcastle) is it still possible to sign up to this club even though it's Sydney based? Also, do you know what is required for conditional registration? Kindest Regards, Dale

2/6/19 Hi, I'm wondering if anyone in your club could shed some light for me? I recently purchased a 2005 VW Golf 2.0 FSi, my very first VW! It was part way through an engine swap BLX for BLX, The old engine snapped the cam belt! and so far as I know and can tell the replacement engine has a new belt fitted. It has the GXV trans package. I got it mostly all back together and it started fine for an engine that had old fuel and had not started for 4+ years, I only ran it for 20 - 30 sec as the cooling system was not complete even though I did fill the system with water prior to starting I did that perhaps 4x over two days until a week later I got a new radiator. Now this is where it gets interesting, I finished reassembling the front end and all the car does now is turn over! it refuses to start! I have fuel at the rail (Fresh) or though if the fuel line is removed from the rail and put into a bottle it's only pushing a stream out away from the hose about 100mm? if I put my finger over half the hose there seems to be pressure there as the distance increases a lot, saying to me that the fuel pump is ok and there seems to be spark, I have fitted a new battery. I had a bloke here with a Snapon scan tool and he couldn't find a fault and then it just started to start and run again, well that only lasted a few hrs after he left, I had the car running and it just stopped! right back where we started. If you or any members have had or heard of the same problem and know a few things to check I would be most grateful. Regards, Gavin

4/6/19 Afternoon I was wanting to make contact with one of the stall holders at the recent Nationals meeting please. Very happy with his products and wanted to purchase more but the gentleman was out of business cards and referred me to his one-line business "Gana-Classic-Imports. Having no luck finding this address, gentleman was African and was selling new imported product in the sale area. Can you please forward me his contact details? David

10/6/19 Good morning I have a 1974 L series VW Beetle (Bug) > Had it over 43 years. I live in Coffs Harbour NSW. I am interested in joining your club. I am interested in getting historic plates to capture the benefit of reduced rego and CTP. Presently I drive my VW probably once a week as I work

from home. We have another car. I would be interested in knowing the conditions for joining the club as I would say my ability to get to Sydney would be limited. Thanks for keeping the Breed Alive. Best regards Alan

11/6/19 Hi, I have membership with you and are looking to get some of our vehicles put on Historic plates. I own a 1965 T1, the car is owned by me but is in my sons name. Is this an issue for getting historic plates? How do we go about it? Secondly, I have a 190 BMW motorcycle, is this something you could help with? Regards Jan

14/6/19 I have a Jurgen auto villa that I'm wanting to put on club permits ... I tried the VW Club Victoria but because my vehicle has a Subaru motor in it they can't accept Are you able too? If not do you know of any clubs I'm in Victoria Mornington peninsula area Cheers Lisa

20/6/19 Hello,I'm trying to find Peter Korsh who used to own a vw business on the central coast. Any help would be appreciated. I can't even find the club, that might be my computer skills. I was in Club Veedub Hunter Valley during and after Dallas Tidyman. I still have 'the bug' I'm just in remission. thanks Ian

5/7/19 I live in Canada I have been trying to id a VW motor but can't find any info on it could you tell me any info on this motor please the engine number is 9207740 hope you can help thanks Shaun

7/7/19 hey people,after looking to replace an intake manifold, cannot find my engine. 2013 Tiguan TSI 2.0lt petrol. CCZ or CCZB. 155kw. 1984cc. Paul

8/7/19 Do the VW guys enter the CMC Shannons Sydney Classic It looks like fun and I would love put my car in the show. I'm also shopping for a Lotus and it would be a good time to try and find one too! Thomas

8/7/19 Hi Guys, hope all is well, I am trying to find out (if possible) how many models the same as my MK 1 Golf are still registered in Australia ? Are you able to help ? If so just let me know what you need. Thanks Stuart

15/7/19 To whom it may concern, I live in Wollongong and currently rebuilding a 1972 vw beetle, i have nearly stripped the car down , separating the shell from the chassis. I will remove sealants, loose rust etc. Could someone please recommend best method and place to blast shell, doors, boot, bonnet, chassis, strengthening frame under car as roof removed when previously customed, and small parts. etc prime parts and repair rust. approx cost to blast and etch prime. Appreciate your assistance. Regards Paul

21/7/19 Have inherited my father's type 3 fastback. Has been not used for 11 years. Is it worth restoring. No dents but a tiny bit of rust showing. Was well looked after. Rita

22/7/19 Hi Guys, I'd like to be a member again. Please let me know paying options. Thank you. Tom.

29/7/19 Hi, my name is Colin. Reece from Classic VW

suggested I contact you. I have a 1999 Golf Cabrio. It is an auto. I am looking for a gearshift handle for this car. No luck so far around Sydney. Please can you or one of your members help me? Hopeful regards, Colin

13/8/19 I have a VW beetle engine number 1713274 and am hoping someone can tell me what year it is and the value . I was told that it was 1955 is this true. Many thanks Chris

19/8/19 hey guys i have a 2000 golf mk4 interested in joining a club but i live in western sydney and can't make the meet ups in Canberra , i was hoping to modify the car and keep it on club rego if possible , plus if there are any club meets or days around my area it would be great to come and check out some other cars similar to mine if there are any , cheers Jason

20/8/19 HiI was wondering if someone can help me.I'm looking for a 6 speed auto for a VW Beetle 2004 2.0L Petrol.Rego: 928XGSVIN: WVVZZZ1YZ4M342720Any assistance greatly appreciated. Reghards Michael

30/8/19 Good morning, My name is India and I own a 2008 beetle Miami in gecko green. I've owned Bertie since he was made and I intend to hold onto him as long as he's able. I'd like to learn more about how to care for him and how to restore some of his rusty parts. Other beetle enthusiasts would be great for this.I live in Shellharbour but have read you're based in Sydney. Can I find what I'm looking for in this club? Are there members who would be interested in helping me?Hope to hear from you soon, Indi

3/9/19 Could you pls advise best place to acquire spare parts for a 1962 Karman Ghia please? Cheers Jon

9/9/19 Hi,I've been searching for an Aussie supplier for Mahle 94mm cylinders without much luck. It just hit me that Club VeeDub members might be able to advise me? Thanks Laurie

9/9/19 Hi, I was hoping you might be able to point me in the right direction. My father (recently passed away) purchased a project car, 1967 NSU Prinz 1000 TTS. It is sitting in the garage in pieces and we are wanting to be able to on sell it to someone who gave it the life he wanted for it. Where should we list it for sale? Thanks Mieke

10/9/19 I have a 2001 Beetle 2Lt and need the front bonnet badge (blue & white) and the rear boot badge (blue & white) where can I get these please? Pandelis

12/9/19 Hi, am trying to find part number for vacuum modulator valve on a 1975 t2 auto kombi. any help would be appreciated Peter

13/9/19 I am after trying to up purchase a pre 73 beetle in good running order can you point me in the right direction. Please contact via email not phone Heather

13/9/19 Hi I would like to know is the love bug at the drive in a free event as I just bought the ticket though event cinemas as I wasn't sure. Diana

# Jeff's Facebook finds.

 Tuggerah Lakes History and Memories · [Join](#)

Peter Deane · 11 Sep. · 🌐

The "Love Bug" was released in Australia in December 1969, and this promotion was undertaken in Gosford, with a VW Beetle on the back of an HK Holden ute. That's the old Gosford wharf on our left and the facade of the Central Coast Leagues club in the distance.



  7

1 Comment



8/3/21, 10:03 AM



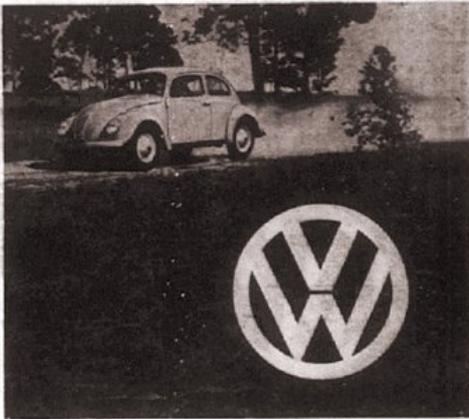
Thingies

Good afternoon.  
The Beast!

[Join Group](#)

**Do you know that awesome feeling when you get into bed, fall right asleep, stay asleep all night and wake up feeling refreshed and ready to take on the day? Nah, Me Neither!**

# VW DOES IT AGAIN



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VW's FANTASTIC RELIABILITY

☆ 1964 AMPOL TRIAL — PROVISIONAL RESULTS

**2nd (equal) OUTRIGHT**

BARRY FERGUSON—TONY DENMAN—VW1500S

**4th (equal) OUTRIGHT**

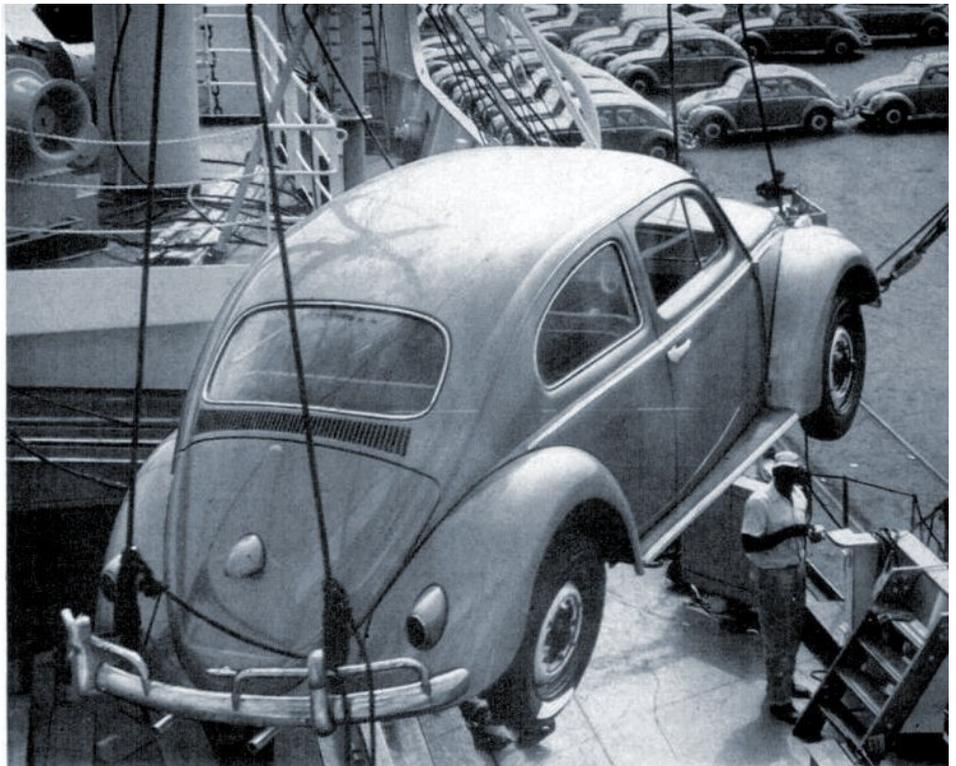
DOUG STEWART—BARRY LLOYD—VW1500S

**1st TEAMS OUTRIGHT**  
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**1,2, LADIES PRIZE**

From the Redex Trial held in 1955, when the VW became a legend overnight, to its most recent success in the 1964 Ampol Trial, the VW has strung together more wins than any other make of car in Australia. Justly it can be called the world's best light car—and the most popular. But the proof of the pudding is in the eating—find out for yourself the reason why VW is the biggest selling light car in Australia.

TEST DRIVE A VW TODAY AT  
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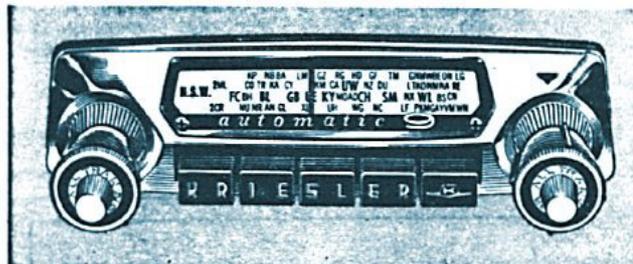


## 1958 Volkswagen gets more glass, new interior

A REAR window doubled in size, a narrow-post, wider-view windshield, and wipers sweeping more space are new on these 1958 VW's just received from Germany. Other changes: a new dash, U. S.-type gas pedal, improved brake leverage and synthetic-leather-covered doors.

HERE IS THE CAR RADIO THAT **OUTPERFORMS** ALL OTHERS!

# KRIESLER AUTOMATIC 9



... with all new Solid State Circuitry and Push-Pull Amplification, Automatic 9 gives greater power, tone, ultimate range and reliability.



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Outperforms? Yes, indeed, the new Kriesler Automatic Circuitry gives you the power of 9 Solid-State transistors. There's a tuned radio frequency stage providing extra sensitivity to bring in weak, distant stations with minimum hash or static. The push-pull audio amplification gives really "big sound"—cleaner and crisper even at full volume.  
**AUTOMATIC OPERATION.** Kriesler Automatic 9 gives you these benefits: Automatic Instant Sound . . . Automatic Pre-Set Tone . . . Automatic Volume Control . . . Automatic Pre-Set Station Selector—with over-riding manual station shift . . . Automatic Electrical Interference Control.  
**STABILITY.** Drive through cuttings, hills, tunnels or other difficult reception areas and you'll find Kriesler's Automatic Volume Control compensates for variations in signal strength.  
**RELIABILITY.** Apart from its performance and power output, Solid-State Circuitry also offers greater reliability—effectively guarding against

road shocks, overheating, mechanical vibration, etc.  
**PUSH-BUTTON OPERATION.** Just press for "on" or "off," just press for station selection—everything else is automatic.  
**TRUE AUTOMOTIVE STYLING.** Kriesler design studios have created a new concept in car radio styling . . . the contoured dash-plate is a solid die casting, finished in finest chromium plate, and contoured to be compatible with all car fascias. Kriesler Automatic 9 is available in a range of custom in-dash kits to fit all popular makes of cars. Kits include custom dashboard fitting and separate speaker—all included in price. Kriesler Automatic 9 gives maximum power, performance and reliability and outperforms all others.

**Price 49** gns. (that's \$102.90). Plus installation and aerial of your choice.

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## The late news.

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

Ireland's worst air disaster occurred today when an 8-seater commuter aircraft crashed into a cemetery near Kilkenny. Irish emergency search and rescue workers have recovered 826 bodies so far, and expect that number to climb as digging continues into the night.

The Federal Treasurer announced today that the budget was so far in deficit and short of funds that in future, the superannuation plans of all politicians would be limited to just 5 million dollars tax free per year for life. Comm car drivers and RAAF pilots will have to pay for their own petrol.

There was chaos at the touring Barnam and Bailey circus this week. The management took drastic action with their Human Cannonball. They fired him. They said his act was over the heads of the audience.

Shortly afterwards, police arrived at the circus to arrest the whole of the Prague Trampoline act, after complaints that six Czechs had bounced.

In the ensuing confusion a number of lions escaped, throwing the whole circus into a panic. The strongest man in the world fainted, the Siamese twins were beside themselves, and the Indian rubber man completely erased the tattooed lady. The thinnest man in the world had a narrow escape, and the bearded lady had a close shave.

Due to shortages of medical practitioners in country regions, plans have been announced for specialists to widen their areas of expertise. This was confirmed today by Dr Abraham Smythe, an ear-nose-throat-dandruff-toenail and belly button specialist.

A woman was arrested at Long Reef this afternoon, for dropping a grandfather clock off the edge of the cliff, and narrowly missing her husband who was fishing on the rocks below. He had walked directly underneath a few seconds earlier. She admitted to the police that that damn clock always was slow.

The Chinese government have released the flight crew details for the China Airlines Airbus that

crashed into the mountains of Tibet last week. According to official reports, the pilot, second officer and engineer on the doomed flight were Sum Ting Wong, Wee Tu Lo and Ho Li Fuk.

Counsellors at the Family Relationship Unit have reported that a visiting English couple, with years of marital problems, have been cured. They have finally achieved sexual compatibility - they both have a headache.

Short-sighted local member for the Southern Highlands, Mrs Myopia McTavish, opened the new haberdashery super-store at Mittagong today by cutting a ceremonial ribbon. As she did so the large gathering of spectators applauded, and her knickers fell down.

At the Royal Easter Show today, farmer Warwick Rees from Gunnedah managed to eat 622 bean sprouts in 4 minutes and 20 seconds. Unfortunately this could not count as a world record, as he had a following wind.

With the next Olympics approaching, New Zealand prime minister Jacinda Ardern was recently asked about the lack of municipal swimming pools in the country. She said that no new pools would be built in New Zealand, saying: "Everyone who can swim is already in Australia."

A chemist shop in Caringbah was broken into last night. The store's entire stock was taken - except for quantities of hair cream, and the contraceptive pill. Police are looking for a bald-headed Catholic.

The Sydney Film Festival opened last night by playing a restored print of the 1957 John Mills movie *The Colditz Story*; a documentary on mining in the Hunter Valley called *The Coal Bits Story*, and a new film starring Dolly Parton as an Eskimo.

Sport. The famous Jamaican bobsled team have recently consulted with the West Indies Test cricket team. They were looking for advice on how to go downhill really quickly.

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



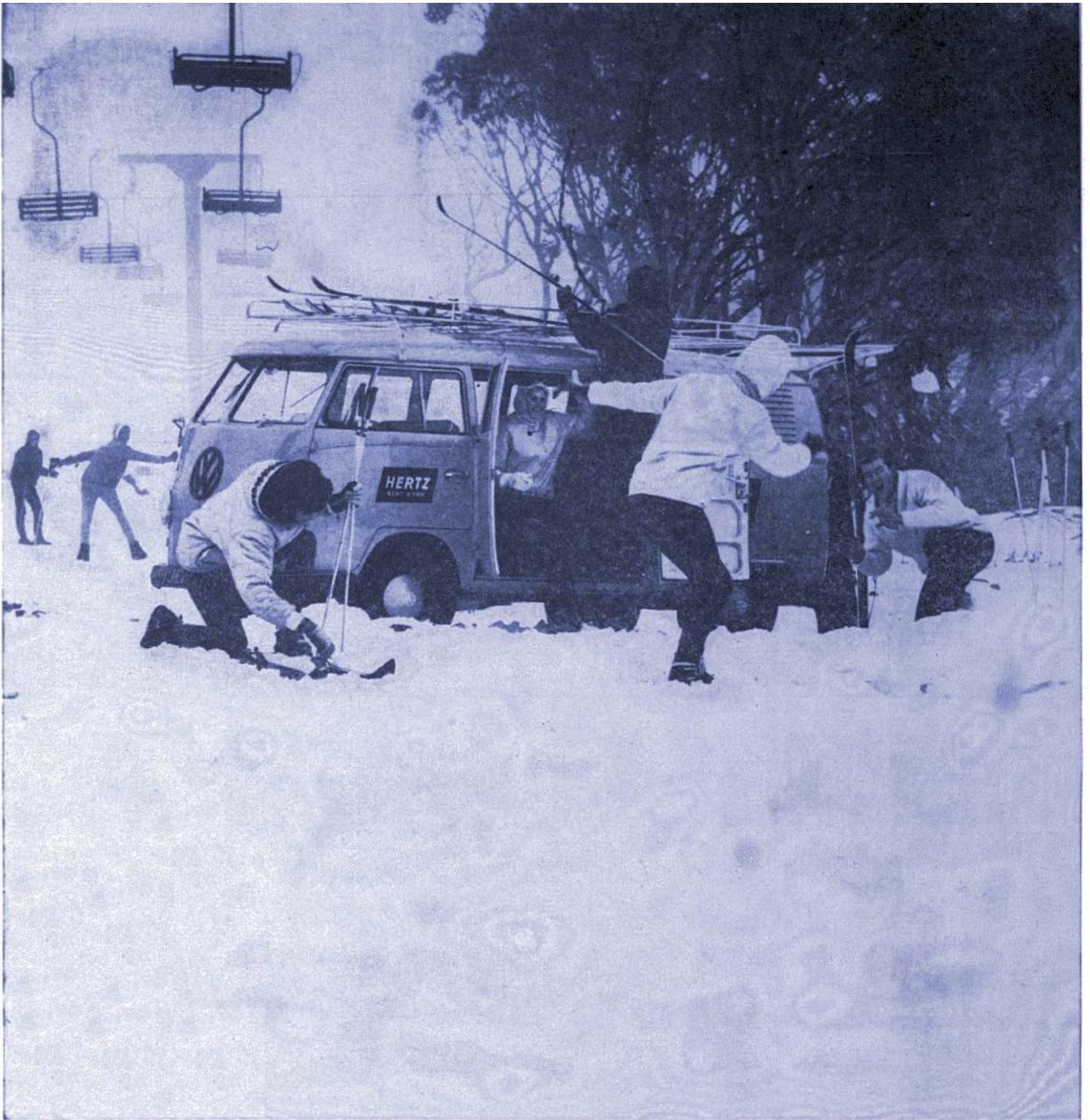
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